Saint Louis COUNTY
HIGHWAYS & TRAFFIC
PUBLIC WORKS

October 28, 2014

RE: Notice to Consultants
Request for Qualifications
Consulting Engineering Services

Creve Coeur Mill Road Bridge No. 215
0.65 miles north of State Route 340 / Olive Boulevard
Federal Project No. BRM-5526(641)
St. Louis County Project No. AR-1278

Lackland Road Bridge No. 217
0.20 miles east of Schuetz Road
Federal Project No. BRM-4956(603)
St. Louis County Project No. AR-1284

The St. Louis County Department of Highways & Traffic is requesting the services of two (2) well-qualified consulting engineering firms to perform the described professional services for the subject projects. Qualifications-Based Selection (QBS) will be used to determine the successful respondents.

General Description of Services Required for each Project:

- Hydraulics & FEMA No-Rise Certification
- Geotechnical Analysis & Design
- Miscellaneous Pick-Up Survey Work (as necessary)
- Right-of-Way Plans
- Preliminary Plans
- Final Plans
- Job Special Provisions
- Construction Estimates
- Coordination with the Missouri Department of Transportation (MoDOT)
- Drainage Design and MSD Permitting (if necessary)
- Utility Coordination (if necessary)

St. Louis County personnel will perform the topographic, boundary, and channel surveys required for each project. St. Louis County staff will also compile the bidding documents and handle the bidding process. Coordination with MoDOT will require coordination with MoDOT's Local Roads group with respect to federal-aid funding requirements.

The anticipated schedule for each project is as follows:

Qualifications Statements Due:	November 14, 2014
Short List Announced:	November 24, 2014
Interviews:	December 3, 2014
Selection:	December 5, 2014
Negotiation:	December 8 - 19, 2014
Legislation/Execution of Contract	December, 2014 - February, 2015
Notice to Proceed:	March, 2015
Preliminary Plans:	June, 2015
Right-of-Way Plans:	November, 2015
Construction Plans:	July, 2016

Please limit your letter of interest to no more than five (5) pages. The 5-page limit is all-inclusive, except as specifically noted herein. The submittal should include a statement describing why your firm is interested in performing this work. This letter should also include any information which may help in the selection process, such as key project personnel and other similar projects your firm has completed in the recent past. Lengthy submittals of general company information are not necessary and will not be accepted. Any subconsultants needed to complete the professional services requested by St. Louis County must be listed. Each interested firm need only submit one (1) Statement of Qualifications to be considered for either project.

It is required that your firm's Statement of Qualification (RSMo 8.285 through 8.291) and an Affidavit of Compliance with the federal work authorization program along with a copy of your firm's E-Verify Memorandum of Understanding (15 CSR 60-15.020) be submitted with your firm's Letter of Interest. These items do not count towards the 5-page limit.

Qualifications Statements will be scored based on the following criteria:

- Overall Experience and Technical Competence – 40 points
- Capacity and Capability – 20 points
- Past Record of Performance – 30 points
- Accessibility of Firm & Staff – 10 points

From the Qualification Statements received, a short list of at least three (3) firms and no more than five (5) firms, will be invited for informal thirty (30) minute interviews. The informal interviews will consist of a brief question and answer period followed by general discussion of each project. Scores from the Qualifications Statements will comprise 15% of each firm's interview score in accordance with the Department's QBS policy. PowerPoint, presentation boards, and leave-behind packets will not be permitted.

The selection committee will select the two (2) firms with the highest total scores. One firm will be selected to complete the Creve Coeur Mill Road Bridge No. 215 project, and one firm will be selected to complete the Lackland Road Bridge No. 217 project. Upon selection of the firms, each project will then progress separately – there will be no combination of engineering services between the two projects.

DBE firms must be listed in the MRCC DBE Directory located on MoDOT's website at www.modot.gov, in order to be counted as participation towards an established DBE Goal. We encourage DBE firms to submit letters of interest as prime consultants for any project they feel can be managed by their firm.

If your firm would like to be considered for consulting services, please **e-mail** your Statement of Qualifications to Pamela Thebeau, P.E., Supervisor, Projects Managers at PThebeau@stlouisco.com as a PDF file. All Qualifications Statements must be received by 2:00 p.m., local time, on November 14, 2014, to be considered for a project. Questions regarding this solicitation shall be submitted, **via e-mail,** to Ms. Thebeau at the above e-mail address. Phone inquiries will not be accepted. Failure to comply with the requirements of the RFQ may negatively impact the evaluation of the consultant's Statement of Qualifications.

The TIP applications, latest bridge inspection reports, and existing bridge plans can be found attached to this document.

St. Louis County	***Creve Coeur Mill Road Bridge No. 215 Replacement***	***Lackland Road Bridge No. 217 Replacement***
Federal Aid No.:	BRM-5526(641), TIP# 6461A-15	BRM-4956(603), TIP# 6461B-15
Location:	Creve Coeur Mill Road over branch of Creve Coeur Creek	Lackland Road over east tributary of Fee Fee Creek
Proposed Improvement:	Bridge Replacement	Bridge Replacement
Length:	0.10 miles	0.10 miles
Approximate Construction Cost:	$955,000	$900,000
DBE Goal Determination	8%	8%
Consultant Services Required:	*The project involves the removal and replacement of the Creve Coeur Mill Road Bridge No. 215 over branch of Creve Coeur Creek, located 0.65 miles north of State Route 340 / Olive Boulevard.*	*The project involves the removal and replacement of the Lackland Road Bridge No. 217 over the east tributary of Fee Fee Creek, located 0.20 miles east of Schuetz Road.*
Other Comments:	St. Louis County personnel will perform the topographic, boundary, and channel surveys required for these projects.	
Contact:	Pamela Thebeau, P.E. Supervisor, Project Managers St. Louis County Department of Highways & Traffic PThebeau@stlouisco.com All questions and submittals via e-mail. Phone inquiries not accepted.	
Deadline:	November 14, 2014 at 2:00 p.m.	

OFFICE OF THE COUNTY EXECUTIVE
SAINT LOUIS COUNTY
41 SOUTH CENTRAL AVENUE
SAINT LOUIS, MISSOURI 63105

CHARLIE A. DOOLEY
COUNTY EXECUTIVE

(314) 615-7016
TTY (314) 615-5889

March 10, 2014

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for Sub-Allocated Funds for the Creve Coeur Mill Road Bridge Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for Surface Transportation Program Sub-Allocated (STP-S) funds for the proposed Creve Coeur Mill Bridge Replacement Project between Water Works Road and Olive Boulevard (Mo Route 340). This project enjoys the support of the City of Maryland Heights.

The 60-year old bridge has a deteriorating superstructure, with notable cracks and spalls on the existing precast concrete box beams. We are proposing replacing the current single-span, prestressed deck beam bridge with a longer single-span, prestressed deck beam bridge (35 feet long now, 44 feet long proposed). The bridge will be widened from 36 feet to 54 feet. This proposed design includes a reinforced concrete overlay. This bridge is located on a county north-south arterial and provides a vital connection to the Creve Coeur Lake Memorial Park, Creve Coeur Airport and businesses located on Maryland Heights Expressway (Mo Route 141). The proposed added roadway width would improve traffic safety; improve access for all with ADA-accessible curb ramps and increase pedestrian and cyclist safety.

I hope you favorably consider our application for STP-S funds for the Creve Coeur Mill Road Bridge Replacement Project.

Sincerely,

Charlie A. Dooley
County Executive

CAD:AEH:mtb

cc: Sheryl L. Hodges, D.E., P.E., L.P.G., Director, Highways & Traffic and Public Works

FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
SURFACE TRANSPORTATION PROGRAM - SUBALLOCATED FUNDS (STP-S)
NEW PROJECT APPLICATION

Clear Form and Create New Project | Retrieve Existing Project | Update/Save Project

PROJECT RECORD NUMBER 17792752 | Clear All Fields

Before starting new applications, select "Clear Form and Create New Project". Applications with no record number cannot be saved. The project number will be needed it if you wish to retrieve/edit/print the application at a later time.

Select one:

- ☐ In progress
- ☐ Preliminary complete (ready for comments)- Due February 13, 2014
- ☒ Final complete - Due March 13, 2014
  Signatures, Supplemental Information, and Application Fee - Due March 13, 2014

A. SPONSOR INFORMATION

Sponsoring Agency: St. Louis County – Department of Highways & Traffic

Chief Elected Official: Charlie A. Dooley, County Executive

Address: 41 South Central Avenue

City: Clayton **State:** MO **Zip:** 63105

E-Mail: N/A

Project Contact: Ted Medler, P.E., S.E. **Title:** Division Manager - Highway Planning

Address: 1050 N. Lindbergh Boulevard

City: St. Louis **State:** MO **Zip** 63132

Phone: 314-615-8637 **Fax:** 314-615-8194

E-mail: TMedler@stlouisco.com

Application Contact: John J. Hicks, AICP, PTP; Trans. Development Analyst, St. Louis Co. Dept. of Highways & Traffic

E-Mail: JHicks@stlouisco.com **Phone:** 314-615-8532

B. PROJECT INFORMATION

Project Title: Creve Coeur Mill Bridge # 215

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map):

Creve Coeur Mill Bridge # 215 is located approximately 0.7 miles north of the intersection of Olive Boulevard (Mo. Rte 340).

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

No.

Creve Coeur Mill Road Bridge # 215 is MoDOT Bridge ID # 096B215 and Federal Bridge ID # 15571.

Has your agency previously competed for funds for this specific project? If so, when?

No.

Does your agency own and maintain this facility? Yes **If no, a letter of support is required from the facility owner.**

Project Priority Area: Preservation <01>

Type of Improvement: Replace Bridge(s) <33>
Bridge Removal <38>
Resurfacing 2 Lane Pvmt <21>

Type of project: Bridge Reconstruction/Replacement <13>

Project Length (Miles): 0.10

Estimated date of completion (MO/YEAR): 12/2017

Usage (Average Daily Traffic, Ridership, etc.):

	Currently	Proposed
ADT	8513.00	8683.00
Year	2013.00	2033.00

Vehicle Occupancy Rate (Regional Average=1.25): Currently 1.25 Proposed 1.25

Federal Functional Roadway Classification (per East-West Gateway): Minor Arterial <04>

BRIDGE PROJECTS ONLY - Complete next four questions

Bridge Identification Number (Per state inventory): 096B215

Bridge Sufficiency Rating (Per state inventory): 26.0

Is bridge listed on state inventory as deficient? Yes

Will there be any realignment of the connecting roadway (vertical or horizontal) as part of the bridge replacement? No **If yes, include sketch of proposed bridge replacement and realigned road.**

Number of through traffic lanes: Currently 2 Proposed 2

Number of turn lanes: Currently 0 Proposed 0

Are two-way left turn lanes proposed as part of this project? No If yes, give details below:

Is the terrain flat or rolling? Flat

If the terrain is rolling, describe what measures have been taken to maximize the sight distance where the two-way left turn lanes are proposed:

There are no sight distance problems.

Speed limit: Currently 30 Proposed 30

Lane width: Currently 11.0 Proposed 12.0

Shoulder width: Currently 0.0 Proposed 0.0

Bridge width (gutterline to gutterline): Currently 23.0 Proposed 32.0

Curb & gutter?: Currently Both Proposed Both

Sidewalks?: Currently None Proposed Both

Sidewalk Width: Currently 0.0 Proposed 5.0

Parking allowed: Currently No Proposed No

Will additional right of way, TSCL or easement be acquired? Yes

If yes,

- **Estimated additional right of way (in acres) needed:** 0
- **Estimated permanent easements (in acres) needed:** 0
- **Estimated temporary easements (in acres) needed:** 0.5
- **Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.**

There will be no displacements.

Right of way acquisition by: Local Agency

Right of way condemnation by: Local Agency

Please attach the following items, if available.

➜ Traffic Flow diagram for more than 2 lane improvement

➜ Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? Yes **If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.**

Electric	☑	Ameren Union Electric Company
Phone	☑	AT&T
Gas	☑	Laclede Gas Company
Water	☑	Missouri American Water Company
Cable TV	☑	Charter Communications, Inc.
Storm Sewer	☑	Metropolitan St. Louis Sewer District
Sanitary Sewer	☑	Metropolitan St. Louis Sewer District
Other	☐	

Please give detail concerning potential utility conflicts / problems / issues:

St. Louis County Department of Highways & Traffic personnel will coordinate the proposed bridge project with utility service providers. All valve box covers, manhole covers, utility vault covers, storm water inlets and other utility structures within the proposed limits of the project will be located and identified. They will be clearly marked to prevent damage during the roto-milling process. All manhole covers, valve box covers, utility vault covers and other utility covers will be adjusted to the final pavement grade following completion of the pavement overlay. St. Louis County will also confirm the type and condition of any utility structures which may be attached to Creve Coer Mill Road Bridge #215.

St. Louis County will coordinate the project schedule with utility providers in order to minimize, where applicable, future pavement cuts and patches for utility work within the limits of the infrastructure project.

Utility coordination completed by: Local Agency

Designed by: Local Agency

Inspection by: Local Agency

BICYCLE AND PEDESTRIAN FACILITIES

All applicants are required to comply with the Americans with Disabilities Act of 1990. 23 USC 217 (g) states:

> *"Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted....Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.*

The Gateway Bike Plan provides a long-term vision for a connected system of on road bicycle routes between communities, transit, greenways, and trails. Information is available at StLBikePlan.com

If any bicycle and/or pedestrian elements are included in this project, what are they? What strategies or recommendations from the Gateway Bike Plan are being implemented?

Bicycle and pedestrian facilities are included in accordance with St. Louis County's Complete Streets Ordinance.

St. Louis County will install Americans with Disability Act (ADA) compliant curb ramps at any sidewalks which intersect with Creve Coeur Mill Road Bridge within the project limits. This will include the installation of truncated domes where needed within the project limits.

Sidewalks are being added to both sides of the bridge. This will allow people in the vicinity to walk to nearby Creve Coeur Park. The new bridge will have sufficient width to allow bicyclists to safely ride. The speed limit will be posted at 30 mph.

These improvements will result in safer conditions for the pedestrians and bicyclists. The improvements conform with the recommendations of the Gateway Bike Plan.

If bicycle and/or pedestrian elements are not included, WHY NOT (required)?: Failure to include bicycle and/or pedestrian accomodations may result in project not being funded.

Bicycle and pedestrians facilities are provided in accordance with St. Louis County's Complete Streets Ordinance, Ordinance # 25680.

C. PROJECT JUSTIFICATION/DESCRIPTION

Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem, and 4.) any Transportation System Management or Transportation Demand Management strategies (as described in Appendix A included in the workbook).

If the project is proposing to add capacity for single-occupant vehicles by adding lanes or by constructing a new facility, a Congestion Management Study (CMS) report may be required. The CMS requirements are described in Appendix A included in the workbook. If you are unsure if a CMS is needed, please contact Jason Lange at MO: (314) 421-4220 or IL: (618) 274-1750.

Projects must be based upon the ten principles/strategies of RTP 2040, the St. Louis region's Long Range Transportation Plan. See page 6 of the STP-S workbook for more information.

Be as specific as possible. Attach additional sheets as needed.

Creve Coeur Mill Road Bridge # 215 is a 50 year old bridge with severe deterioration. It has a bridge rating of 26, on a scale of 100, with one being the worst.

This bridge has undermining of its abutments, increasing the potential for catastrophic failure. There is evidence of moisture seepage on the deck beams. The deck beams have numerous cracks and spalls. St. Louis County proposes to replace the existing prestressed deck beam with a longer single-span prestressed deck beam bridge. The length of the bridge will inrease from 37 feet to approximately 70 feet. The final span length will be determined, in part, based on channel and subsurface conditions. The bridge will be widened from 25 feet to 39. The new bridge will have a reinforced concrete overlay.

The approaches to the bridge will be removed, the subgrade will be adjusted as needed. The finish course of the new approach pavement will be Superpave Asphalt.

GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

Road construction does not just apply to moving cars and trucks faster. It's really about accommodating people, which can include such things as: traffic calming, bicycle/pedestrian accommodations, compliance with the Americans with Disabilities Act, landscaping, access management, architectural design standards, and zoning changes to encourage specified land uses and promote economic development. East-West Gateway's Great Streets Initiative helps local sponsors create a complete street. A toolbox has been created that guides sponsors to use the Great Streets template that applies to their place. Place types include: downtown main street, mixed-use district, small town downtown, residential neighborhood, office employment area, civic/educational corridor, neighborhood shops, and commercial/service corridor.

Detailed information can be found at: http://www.ewgateway.org/greatstreets/greatstreets.htm. If you have any questions about Great Streets, contact Paul Hubbman at: MO: (314) 421-4220 or IL: (618) 274-2750.

A Great Streets project is required to address these eight characteristics:

1. Great Streets are great places
2. Great Streets integrate land use and transportation planning
3. Great Streets are economically vibrant
4. Great Streets accommodate all users and all modes
5. Great Streets are environmentally responsible
6. Great Streets rely on current thinking
7. Great Streets are measurable
8. Great Streets develop collaboratively

Please describe below how this project incorporates each of the seven criteria. Attach additional sheets as needed.

Creve Coeur Mill Road Bridge # 215 this helps to provide direct access to Creve Coeur Park, a regional park, and the atheletic fields in the vincinity. It connects residents who live off of Creve Coeur Mill Road, as well as people using Olive Boulevard, to Creve Coeur Park.

This bridge is part of a system that integrates land use and transportation planning. Creve Coeur Mill Road accomodates pedestrians and bicyclists, and links bicyclists to the regional trail system. It links to the proposed Centennial Trail, and ultimately, via Creve Coeur Park, it links to the Dorsett - Midland Corridor, a proposed return link for the Centennial Trail.

Creve Coeur Mill Road Bridge # 215 also links people to places of worship, and businesses elsewhere in the Howard Bend Valley to the north as well as activities and businesses along Olive Boulevard to the south.

The bridge is part of a Great Street that is context sensitive and representative of the places Creve Coeur Mill Road passes through.

D. PROJECT COMPOSITION

Please indicate the approximate percentage of the project that covers each of the elements below:

MODAL ELEMENTS	Total Cost	
Roadway elements	99.00	%
Transit elements	0.00	%
Bicycle and Pedestrian elements	1.00	%
Port and Freight Facility elements	0.00	%
TOTAL (100%)	100.00	%

ACTIVITY TYPE	Total Cost	
Replace/Rehabilitation of existing facilities	100.00	%
Expansion/Enhancement - new or expanded facilities and assets (not replacement)	0.00	%
Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering)	0.00	%
TOTAL (100%)	100.00	%

PROJECT FUNCTIONS	Total Cost	
Preservation elements	98.00	%
Safety elements	0.00	%
Congestion elements	0.00	%
Access to Opportunity elements	1.00	%
Sustainable Development elements	1.00	%
Goods Movement elements	0.00	%
TOTAL (100%)	100.00	%

E. IMPROVEMENT EVALUATION CRITERIA

Select a priority condition that is based on the primary focus area of the project. The priority condition should be the same for each focus area on pages 9-14.

PRESERVATION

Preservation of the existing infrastructure will be achieved by managing and maintaining current roadway, bridge, transit and intermodal assets. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Points will be assigned only if project will improve deficient condition and documentation of condition is provided with project application.

Priority Condition Road/Bridge | High (5 pts)

System Condition *(describe condition and measure used)*

Creve Coeur Mill Road Bridge # 215 has a bridge rating of 26. It has undermining at both of the bridge abutments, contributing to the deterioration of this facility. This bridge is an important link to Creve Coeur Park, a regional park. It provides access to Metropolitan St. Louis Sewer District facilities immediately north of the bridge. It provides local connectivity. St. Louis County considers replacement of this bridge a high priority condition.

PRESERVATION MEASURES	*High Priority Condition*	*Medium Priority Condition*	*Lower Priority Condition*
Road	Pavement Condition 20-56 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 57-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Average PSR rating of sidewalk 0-1.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 1.5-2.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 2.5-3.5 (see App F or workbook for how to rate).

***NOTE:** *Only projects that propose to replace, rehabilitate, or repair a facility or equipment can receive points in this category. Projects that propose to construct an entirely new facility receive 0 points (N/A). Systematic preventive maintenance activities (i.e., activities that are part of a planned strategy or program) intended to extend the life of the facility are eligible for funding, provided the DOT has approved the systematic strategy or program.*

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information..
Include a summary of police reports for crashes that occurred within the project limits including how proposed improvement to the facility would reduce crashes.

Total number of crashes over last 3 years: 0

Number of crashes by type: Fatal 0 Serious Injury 0 Property Damage Only 0

Crash Rate for the proposed project location *(use formula below)*: 0.00

To compute crashes per million vehicle miles use the formula:

Average Number of Crashes **per year** over last 3 years X 1,000,000 = **Crash Rate**
Average Daily Traffic X 365 X length of project in miles

Priority Condition Bridge Medium (3 pts)

System Condition / Problem Addressed

Creve Coeur Mill Road Bridge # 215 has a bridge sufficiency rating of 26. It provides access to Creve Coeur Park and activities in the Howard Bend bottoms to the north and to along Olive Boulevard to the south. The proposed sidewalks on both sides of the road will make it safer for pedestrians to access these facilities.

SAFETY MEASURES	***High Priority Condition***	***Medium Priority Condition***	***Lower Priority Condition***
Road/ Intersection	Crash rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issues(s)related to crashes * OR improves problems identified in road safety audit OR addresses fatal/serious injury crash(es)	Crash rate per million vehicle miles is 3.0 to 5.9 AND project addresses specific safety issues(s)related to crashes *	Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s)*
Bridge	Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition.
Transit/Other	Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)
Bike/Ped	New bike/ped facility: Sidewalks on both side of road (at least 5' wide) or dedicated multi-use path (at least 10' wide)	New bike/ped facility: Sidewalk on one side of road (at least 5' wide) or on-road bike lane OR new bike/ped facility: Sidewalks on both side of road (4' to 5' wide) or dedicated multi-use path (8'-10' wide)	Improvements to existing facility or shared lane traffic markers

* e.g., paved shoulder, new pedestrian or bicycle facility, revisions to horizontal or vertical alignment, intersection improvements, guardrail or median barrier.

CONGESTION

Congestion Management will be achieved by ensuring that congestion of the region's roadways does not reach levels which compromise economic competitiveness. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does this project increase capacity for Single-Occupant Vehicles (SOV)? No

If yes, an evaluation of the impact to SOV capacity* of reasonable demand strategies that fit in the corridor must be completed. This evaluation must follow the framework of the St. Louis Region Congestion Management Process Mitigation Handbook and included with the application. See Section VI (page 12 of workbook) for more information.

Priority Condition Bridge | Not Applicable (0 pts)

System Condition *(describe condition and measure used)*

There are no significant congestion issues related to this bridge project. Creve Coeur Mill Road is a north south corridor that connects residential areas to Creve Coeur Park and other destinations.

CONGESTION MEASURES	***High Priority Condition***	***Medium Priority Condition***	***Lower Priority Condition***
Road/Bridge Intersection	Level of Service E or F AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service D AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service A, B or C AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)
Transit	Introduction of peak-hour transit service in a new market	Expansion of peak-hour transit service or new transit facility in an existing market	Improved transit facility
Education, Rideshare and/or Bike-Ped	Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling)	New pedestrian or bicycle facility (non-recreational)	Improved pedestrian or bicycle facility (non-recreational)

Note:
--Calculate Level of Service (LOS) per method outlined in the *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C. 2000.
--If the project is a bicycle/pedestrian or transit improvement designed primarily to relieve parallel corridor (roadway) congestion - indicate peak average corresponding roadway LOS.
– Projects must comply with the Regional ITS Standards set forth in the document titled *Bi-State St. Louis Regional ITS Architecture*, April 2005

*A study is required if the project proposes to add one or more lanes for a length of at least 1 mile (or the entire distance between major intersections) on a roadway functionally classified as an arterial or above.

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information such as transit lines or stops on or within 1/4 mile of proposed improvements.

Priority Condition Low (1 pt)

Access to Opportunity Measures / Problem Addressed

The proposed Creve Coeur Mill Road Bridge # 215 will include two Americans with Disabilities Act compliant sidewalks on either side of the bridge. This will help facilitate access for those who are mobility challenged.

ACCESS TO OPPORTUNITY MEASURES *Priority Condition*
(1) Project is located within an area that meets either of the disadvantaged community criteria below, AND (2) project provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) ***(5pts)***
Project either provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) AND includes measures to eliminate accessibility barriers and bring a non-ADA-compliant facility into ADA compliance. ***(3pts)***
Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. ***(1pt)***

*Disadvantaged Community: Any community within the region in which (1) the unemployment rate is 50% higher than the region as a whole (2010 metropolitan rate= 10.0%), or (2) in which 10 percent or more of the households headed by an adult have no private vehicle. A map of qualifing areas is included in Appendix F of the project workbook.

SUSTAINABLE DEVELOPMENT

Sustainable Development will be achieved by coordinating transportation, land use, economic development, environmental quality, and community aesthetics. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach revelant documentation, calculations, photos or additional information.

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan? Yes

Cite adopted plan(s) that the project is identified in:

This project conforms with the master plan and Special Area Management Plan for the Howard Bend bottoms area. It comforms with St. Louis County's Strategic Transportation Infrastructure Plan.

Priority Condition High (5 pts)

Sustainable Development Measures (e.g., measures to integrate Great Streets Initiative design techniques, enhance connectivity across or between modes, promote transportation and development actions that reduce the need for travel, avoid impacts to sensitive environmental or cultural resources, etc.)

Creve Coeur Mill Road Bridge # 215 is an important link that provides direct alternative access to Creve Coeur Park. It is part of a plan to ultimately connect the proposed Centennial Trail and the return corridor of Dorsett - Midland. It links Creve Coeur Park to the existing bicycle lanes on Olive Boulevard.

SUSTAINABLE DEVELOPMENT MEASURES   ***Priority Condition***
Project (1) conforms to the plan(s) identified above, AND (2) is located within ½ mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the redevelopment of an underutilized commercial, industrial, or brownfield area. ***(5pts)***
Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the continued development of an established commercial or industrial area ***(3pts)***
Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a commercial or industrial area or established residential area ***(1pt)***

**Major activity center = major employer, hospital or medical center, college or university, major retail center, airport, or other regional draw of population/employment.*

GOODS MOVEMENT

Efficient movement of goods will be achieved by improving the movement of freight within and through the region by rail, water, air, and surface transportation modes. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Commercial truck volume as percentage of ADT: 0.00

Priority Condition Road-Truck | Not Applicable (0 pts)

System Condition

There is limited truck traffic that uses Creve Coeur Mill Road.

GOODS MOVEMENT MEASURES   ***Priority Condition***
(1) Commercial truck volumes are greater than 15% of ADT on the route/site AND (2) project either provides or improved intermodal connections OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). ***(5 pts)***
(1) Commercial truck volumes are 7% - 14.9% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). ***(3 pts)***
(1) Commercial truck volumes are less than 7% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). ***(1 pts)***

F. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B).

Fiscal years are federal fiscal years (October 1 through September 30). See page 3 of STP-S Workbook for information regarding what phases of work may use federal funds and the years that federal funds are available. Federal participation for a phase my not exceed 80% in Missouri and 75% in Illinois. Each phase using federal funds must be at the same percentage. To delete a number in the table below, enter '0'. Pressing the delete button or backspace will not save onto EWG servers.

PROJECT BUDGET	FY 2015	FY 2016	FY 2017	TOTAL
PE/Planning/ Environ. Studies	83000.00	0.00	0.00	83000.00
Right-Of-Way	72000.00	0.00	0.00	72000.00
Implementation	0.00	696000.00	0.00	696000.00
Construction Engineering	0.00	104000.00	0.00	104000.00
Total	0.00	800000.00	0.00	800000.00
TOTAL	155000.00	800000.00	0.00	955000.00

SOURCE OF FUNDS	FY 2015	FY 2016	FY 2017	TOTAL
STP-S/BRM Funds	124000.00	640000.00	0.00	764000.00
Other Fed. Funds* *Source:* N/A	0.00	0.00	0.00	0.00
Other State Funds* *Source:* N/A	0.00	0.00	0.00	0.00
Local Match Funds* *Source:* StLCo Capital Budget	31000.00	160000.00	0.00	191000.00
Other Funds* *Source:* N/A	0.00	0.00	0.00	0.00
TOTAL	155000.00	800000.00	0.00	955000.00

***Will any other individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for this project? If yes, include a letter of support for this project from the third party that confirms their commitment to provide match or acknowledges that the sponsor may seek matching funds from the third party in the future. The letter must also document the third party's support of the proposed scope of work of the project as it is listed in the project application.**

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

Activity Description	Start Date (MM/YYYY)	Finish Date* (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	08/2014	08/2014	1.0
Execute Agreement (Project sponsor & DOT)	09/2014	10/2014	2.0
Engineering Services Contract Submitted & Approved [1]	10/2014	01/2015	3.0
Obtain Environmental Clearances (106, CE-2, etc.)	01/2015	07/2015	7.0
Public Meeting/Hearing	N/A	N/A	0.0
Develop and Submit Preliminary Plans	01/2015	06/2015	6.0
Preliminary Plans Approved	06/2015	08/2015	3.0
Develop and Submit Right-of-Way Plans	02/2015	07/2015	6.0
Review and Approval of Right-of-Way Plans	07/2015	08/2015	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) [2]	08/2015	09/2015	2.0
Right-of-Way Acquisition	09/2015	09/2016	13.0
Utility Coordination	02/2015	07/2016	17.0
Develop and Submit PS&E	09/2015	06/2016	10.0
District Approval of PS&E/Advertise for Bids [3]	07/2016	09/2016	3.0
Submit and Receive Bids for Review and Approval	10/2016	12/2016	3.0
Project Implementation/Construction	01/2017	12/2017	12.0

***Finish date must match fiscal year for each for each milestone listed below:**

1. **Preliminary engineering obligated - PE/Planning/Environ. Studies**
2. **Right of way obligated - Right-Of-Way**
3. **Construction/implementation funds obligated - Implementation/Construction Engineering**

FY 2015 = 10/2014 - 09/2015
FY 2016 = 10/2015 - 09/2016
FY 2017 = 10/2016 - 09/2017
FY 2018 = 10/2017 - 09/2018

Financial Certification of Matching Funds

This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of MAP-21. Only one certification per sponsoring agency is necessary.

Project Title	**Non-federal Amount**
Creve Coeur Mill Bridge # 215	191000.00

Sponsoring Agency: St. Louis County – Department of Highways & Traffic

Chief Elected Official (or Chief Executive Officer):

Name (Print): Charlie A. Dooley, County Executive

Signature: Charlie A. Dooley

Date: 3/11/14

Chief Financial Officer:

Name (Print): Don Roda, Chief Accounting Officer

Signature:

Date: 3/10/14

G. Person of Responsible Charge Certification

The key regulatory provision, 23 CFR 635.105 – *Supervising Agency,* provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in "responsible charge" of the project.

The undersigned employees(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying East-West Gateway. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases.

Person of responsible charge – design phase

Name: Daniel R. Naunheim, P.E.

Title: Division Manager – Design E-mail: DNaunheim@stlouisco.com

Signature:

Person of responsible charge – right of way acquisition phase

Name: Ted Medler, P.E., S.E.

Title: Division Manager - Highway Planning E-mail: TMedler@stlouisco.com

Signature:

Person of responsible charge – construction phase

Name: Matthew J. Gruendler, P.E.

Title: Division Manager – Construction E-mail: MGruendler@stlouisco.com

Signature:

H. Title VI Certification

The Project Sponsor shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 U.S.C. §12101, et seq.). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

The undersigned representative of the Project Sponsor hereby certifies that it has policies and procedures in place to comply with Title VI of the Civil Rights Act of 1964.

Name Sheryl L. Hodges, D.E., P.E., L.P.G, Director, Highways & Traffic

Signature Sheryl L. Hodges

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, "reasonable progress" will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (i.e., Preliminary Engineering (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the project sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the September 30 suspense date will be removed from the TIP, and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor would have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (i.e., not meet a September 30 deadline), the project sponsor will have the opportunity to ask for consideration of a "one-time extension" in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done diligence in progressing the project; b.) Federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; c.) There is a realistic strategy is in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by East-West Gateway staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis(subject to available funding) and are subject to the Board adopted rules for TIP modifications.

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

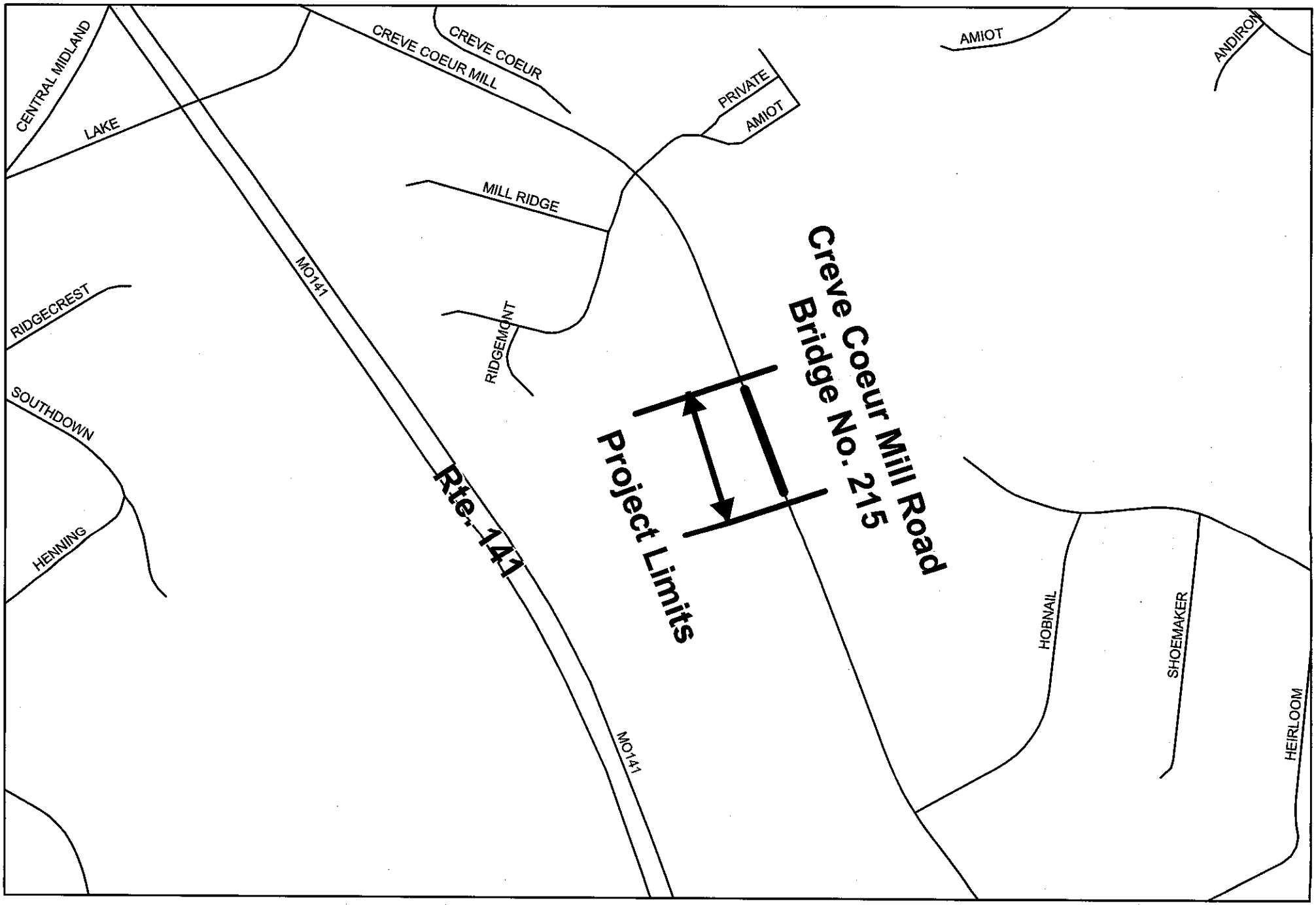
Policy on Reasonable Progress

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.

Saint Louis COUNTY
HIGHWAYS & TRAFFIC
PUBLIC WORKS

Creve Coeur Mill Road Bridge No. 215



Saint Louis COUNTY
HIGHWAYS & TRAFFIC
PUBLIC WORKS

Creve Coeur Mill Road Bridge No. 215

Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 23, 2012
12:08:39pm

County : ST. LOUIS | Class : NONSTATBR | Design No. : 096B215 | Federal ID : 15571

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	91870 ST. LOUIS	[9] Location :	S 31 T 46 R 5 E
[6] Features Intersected :	BR CREVE COEUR CR	[22] Owner :	COUNTY
[7] Facility Carried :	CREVE COEUR MILL	[26] Functional Classification :	UMINART
[16] Latitude :	38 41 15.76 (DMS)	[21] Maintenance Responsibility :	COUNTY
[17] Longitude :	90 29 35.02 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1930	[106] Year Reconstructed :	1959
[49] Structure Length :	37 FT.	[51] Bridge Width :	23 FT. 0 IN.
[32] Approach Roadway Width :	22 FT. 11 IN.	[52] Deck Width :	24 FT. 0 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	PRESTCONC	BXGRADJ
[44] Approach Series :			
[107] Deck Type :		OTHER	OTHER
[108A] Wearing Surface :		ASPHALT	BITUMSEAL
[108B] Membrane :		NOTAPPLIC	NONE
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure : 10,022	[30] Year : 2010	[109] AADT Truck : 10 %

STRUCTURE POSTING

FIELD POSTING Problem Code : Problem Direction Code :

Category : S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT

Ton 1 : 67 Ton 2 : 45 Ton 3 :

APPROVED POSTING

Category : S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT

Ton 1 : 67 Ton 2 : 45 Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
SCOTT R. NORRIS	STLC0608	ST LOUIS COUNTY
JAMES B.W. CARR (NTLQ)	STLC0614	ST LOUIS COUNTY

[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	3/15/2012	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	WADE	3/15/2012	24	N	N

Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 23, 2012
12:08:39pm

County : ST. LOUIS Class : NONSTATBR Design No. : 096B215 Federal ID : 15571

STRUCTURE RATING

[58] Deck :	4-POOR CONDITION	5/1/2012
[59] Superstructure ** :	4-POOR CONDITION	5/1/2012
[60] Substructure ** :	6-SATISFACTORY CONDITION	5/14/2010
[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	5/14/2010
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	0 DOESNT MEET CURRNT STND	2/23/2006
[36B] Transitions Railing :	0- NOT PROVIDED	5/1/2012
[36C] Approach Railing :	0- NOT PROVIDED	5/1/2012
[36D] Rail End Treatment :	1 MEETS CURRENT STANDARDS	2/23/2006
[71] Waterway Adequacy :	DECK/APPRCH OVERTOP SLIGT	8/7/2002
[72] Approach Roadway Alignment :	8-VERYGOOD	3/1/2002
[113] Scour Assessment ** :	5-FOUNDATION STABLE	5/21/2008
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	25.90 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	2-BASICALLY INTOLRBLE REQ	3/1/2002
[69] Underclearance :	N-NOT APPLICABLE	3/1/2002

** *If RATING lowered to a 3, forward rating info and photos to Bridge Division*

COMMENTS

General Comments :

Deck Rating Comments :
TOPSIDE- WEARING SURFACE IN SATISFACTORY CONDITION. UNDERSIDE- SMALL SPALL IN 2ND INTERIOR BEAM FROM EAST WITH EXPOSED RUSTED REBAR. HEAVY MOISTURE STAINS WITH EFFLORESCENCE AT JOINT OF 2ND INTERIOR AND EXTERIOR BEAM FROM EAST. EXTERIOR FACE OF THE EAST EXTERIOR BEAM SHOW SURFACE SPALLS WHERE DRAIN OPENINGS ARE LOCATED. HEAVY SPALLING TO EXTERIOR FACE OF WEST EXTERIOR BEAM WITH EXPOSED RUSTED CAGES AND ~ 4" HOLE IN BEAM UNDER THE DRAIN OPENING.
SEVERAL SMALL SPOTS OF PEELED UP PAVEMENT IN NB LANE. SIDES OF DECK HAVE HORIZIONTAL CRACKS WITH EFF. & SEVERAL SPALLS, MOST COMMON UNDER DRAIN OPENINGS. 2ND BEAM FROM EAST HAS ~10" X 2.5' SPALL ALONG EASTERN EDGE ON NORTH SIDE NEAR QUARTER POINT WITH RUSTED STEEL EXPOSED & EFF., 8" X 2' SPALL WITH EXPOSED STEEL & EFF. ALONG EASTERN EDGE ON SOUTHERN HALF NEAR EIGHTH POINT. FIRST BEAN FROM WEST HAS NUMEROUS LONGITUDINAL CRACKS WITH EFF. & RUST. PRESENT. MOISTURE IS PRESENT BETWEEN EXTERIOR BEAMS. MORE ON 1ST BEAM FROM WEST. CRACKS WITH EFF. & RUST ALONG WESTERN EDGE FROM NORTHERN QUARTER POINT TO ABUTMENT. INTERIOR EDGE FROM NORTH QUARTER POINT TO ABUTMENT HAS CRACKS WITH EFF. & RUST & LARGE PORTION IS PATCHED ~1' X 3'. MAP CRACKING WITH RUST & EFF & MOISTURE @ SOUTHERN 1/3 POINT ~1' X 6' ALONG WESTERN SIDE. SPOTS OF EFF. THROUGHOUT BEAM.

Superstructure Comments :
SEE DECK.
SEE DECK.

Substructure Comments :
NORTH AND SOUTH ABUTMENTS- A FEW MINOR HAIRLINE CRACKS WITH EFFLORESCENCE. A FEW AREAS OF ABRASIONS AT VARIOUS LOCATIONS. WINGS- MINOR STONE DETERIORATION WITH VEGETATION GROWING THRU JOINTS IN A FEW LOCATIONS.
ABUTMENTS ARE HEAVILY ABRADED. MINOR VERTICAL CRACKS & EFF. IN SW CORNER. ALL 4 WINGWALLS HAVE CRACKS AND SPALLS.

Channel Protection Comments :
GROUTED STONE IS CRACKED, UNDERMINED AND DISPLACED AT NUMEROUS LOCATIONS.
POOR CHANNEL ALIGNMENT UPSTREAM.
FLOW DIRECTED AT SOUTH EAST WINGWALL AND ALONG BOTH ABUTMENTS.
NORTHWEST GROUTED SLOPE IS UNDERMINED WITH A DEEP EROSION HOLE.
5 FT DEEP SCOUR IN CENTERLINE OF CHANNEL UPSTREAM END.
POOR ALIGNMENT UPSTREAM. FLOW IS UP TOP BOTH ABUTMENTS. UNDERMINING / EROSION OF SLOPE PROTECTION.

SAINT LOUIS COUNTY DEPT. OF HWYS. AND TRAF.
BRIDGE IMPROVEMENT PROJECT

Creve Coeur Mill Bridge #215
No Project Number
Project Length = Maximum 300'

ORIGINAL ESTIMATE DATE: 6-24-08
DATE REVISED: 8-1-2011, 6-12-2013

Current Bridge Length: 37'
Anticipated Bridge Length: 70'
Replace with a single span 27" deck beam bridge sidewalks both sides.

Engineering Year:
Right of Way Year:

ANTICIPATED LETTING DATE:

CONSTRUCTION ITEMS	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST	SUB-TOTAL
Earthwork					*$15,000*
Clearing & Grubbing	1	Lump Sum	$15,000	$15,000	
Roadway Work					*$161,329*
Bituminous Pavement Mixture SP125 Surface Course	85	Tons	$100	$8,533	
Type A Epoxy Pavement Marking	800	Lin. Ft	$0.50	$400	
Bituminous Pavement Mixture SP190 Base Course	427	Tons	$100	$42,667	
Type 5 Aggregate Base (4" thick)	711	S.Y.	$8.00	$5,689	
Tack Coat	71	Gal.	$7	$498	
Prime Coat	249	Gal.	$10.00	$2,489	
Removal of Improvements	1	Lump Sum	$10,000	$10,000	
Concrete Entrances	60	S.Y.	$50	$3,000	
Removal of Bridges	888	S.F.	$15	$13,320	
Bridge Approach Pavement	231	S.Y.	$115	$26,580	
Bridge Approach Slab (Bridge)	193	S.Y.	$250	$48,153	
Bridges (Vehicular)					*$377,380*
Reinforced Concrete Slab Overlay	373	S.Y.	$180	$67,200	
Safety Barrier Curb	190	Lin. Ft	$75	$14,250	
27"x36" Prestressed Concrete Deck Beams	980	Lin. Ft.	$200	$196,000	
Plain Neoprene Bearing Pad	24	Each	$150	$3,600	
Class I Excavation	110	C.Y.	$85	$9,350	
Structural Steel Piles (12 in.)	720	Lin. Ft	$56	$40,320	
Class B Concrete (Substructure)	44	C.Y.	$725	$31,578	
Reinforcing Steel (Bridges)	5,227	Lbs.	$1.10	$5,749	
Sidewalk (Bridges)	78	S.Y.	$30.00	$2,333	
Slab Drains	10	Each	$300	$3,000	
Vertical Drain at End Bents	100	Lin. Ft	$40	$4,000	
Miscellaneous					*$78,800*
Site Restoration	1	Lump Sum	$10,000	$10,000	
Traffic Control (2%)				$11,300	
Mobilization, Office, etc. (10%)				$57,500	
TOTAL before contingencies					**$632,509**
Contingencies (10%)				$63,300	*$63,300*
TOTAL with contingencies					**$695,809**

RIGHT-OF-WAY COSTS

ROW Estimate	$50,000
Titles, Appraisals, Condemnation Costs @ 30%	$15,000
Total	$72,000

(Includes 10% Contingency, Rounded to Nearest $1,000)

Utilities (Lump Sum)	$0
Construction Cost	$696,000
Admin. Eng. & Const. Supv.	$104,000
Survey & Design Engineering C	$83,000
Right-of-Way Cost	$72,000
Environmental	$0
Total Cost	**$955,000**

St. Louis County Council

Kathleen Kelly Burkett
Councilman, 2nd District
Office: 314 / 615-5437
Fax: 314 / 615-7890

2023 Huntington Ave.
Overland, MO 63114
Home: 314 / 423-7238
E-mail: kburkett@stlouisco.com

COUNTY GOVERNMENT CENTER
ADMINISTRATION BUILDING
41 S. CENTRAL AVENUE
CLAYTON, MISSOURI 63105

March 4, 2014

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for Sub-Allocated Funds for the Creve Coeur Mill Road Bridge Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for Surface Transportation Program Sub-Allocated (STP-S) funds for the proposed Creve Coeur Mill Bridge Replacement Project between Water Works Road and Olive Boulevard (Mo Route 340). This project enjoys the support of the City of Maryland Heights.

The 60-year old bridge has a deteriorating superstructure, with notable cracks and spalls on the existing precast concrete box beams. We are proposing replacing the current single-span, prestressed deck beam bridge with a longer single-span, prestressed deck beam bridge (35 feet long now, 44 feet long proposed). The bridge will be widened from 36 feet to 54 feet. This proposed design includes a reinforced concrete overlay. This bridge is located on a county north-south arterial and provides a vital connection to the Creve Coeur Lake Memorial Park, Creve Coeur Airport and businesses located on Maryland Heights Expressway (Mo Route 141). The proposed added roadway width would improve traffic safety, improve access for all with ADA-accessible curb ramps and increase pedestrian and cyclist safety.

I hope you favorably consider our application for STP-S funds for the Creve Coeur Road Bridge Replacement Project.

Sincerely,

Kathleen Kelly Burkett

Councilman Kathleen Kelly Burkett

City of
MARYLAND HEIGHTS

11911 Dorsett Road
Maryland Heights, MO 63043-2597
t: 314.291.6550 f: 314.291.7457
www.marylandheights.com

March 5, 2014

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for Sub-Allocated Funds for the Creve Coeur Mill Road Bridge Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for Surface Transportation Program Sub-Allocated (STP-S) funds for the proposed Creve Coeur Mill Bridge Replacement Project between Water Works Road and Olive Boulevard (Mo Route 340). This project enjoys the support of the City of Maryland Heights.

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I hope you favorably consider our application for STP-S funds for the Creve Coeur Road Bridge Replacement Project.

Sincerely,

Bryan Pearl

Bryan Pearl, P.E.
Director of Public Works

Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 7, 2014
7:27:13am

County : ST. LOUIS Class : NONSTATBR Design No. : 096B215 Federal ID : 15571

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	91870 ST. LOUIS	[9] Location :	S 31 T 46 R 5 E
[6] Features Intersected :	BR CREVE COEUR CR	[22] Owner :	COUNTY
[7] Facility Carried :	CREVE COEUR MILL	[26] Functional Classification :	UMINART
[16] Latitude :	38 41 24.47 (DMS)	[21] Maintenance Responsibility :	COUNTY
[17] Longitude :	90 29 39.29 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1930	[106] Year Reconstructed :	1959
[49] Structure Length :	37 FT.	[51] Bridge Width :	23 FT. 0 IN.
[32] Approach Roadway Width :	22 FT. 11 IN.	[52] Deck Width :	24 FT. 0 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	PRESTCONC	BXGRADJ
[44] Approach Series :			
[107] Deck Type :		OTHER	OTHER
[108A] Wearing Surface :		ASPHALT	BITUMSEAL
[108B] Membrane :		NOTAPPLIC	NONE
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure : 3,698	[30] Year : 2012	[109] AADT Truck : 10 %

STRUCTURE POSTING

FIELD POSTING Problem Code : Problem Direction Code :

Category : S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT

Ton 1 : 67 Ton 2 : 45 Ton 3 :

APPROVED POSTING

Category : S-15 TRUCK WEIGHT LIMIT 67 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 45 TONS WEIGHT LIMIT

Ton 1 : 67 Ton 2 : 45 Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
DANIEL R VALLEY	STLC0613	ST LOUIS COUNTY
JAMES B.W. CARR (NTLQ)	STLC0614	ST LOUIS COUNTY

[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	2/24/2014	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	DRY	2/24/2014	24	N	N

Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

County : ST. LOUIS Class : NONSTATBR Design No. : 096B215 Federal ID : 15571

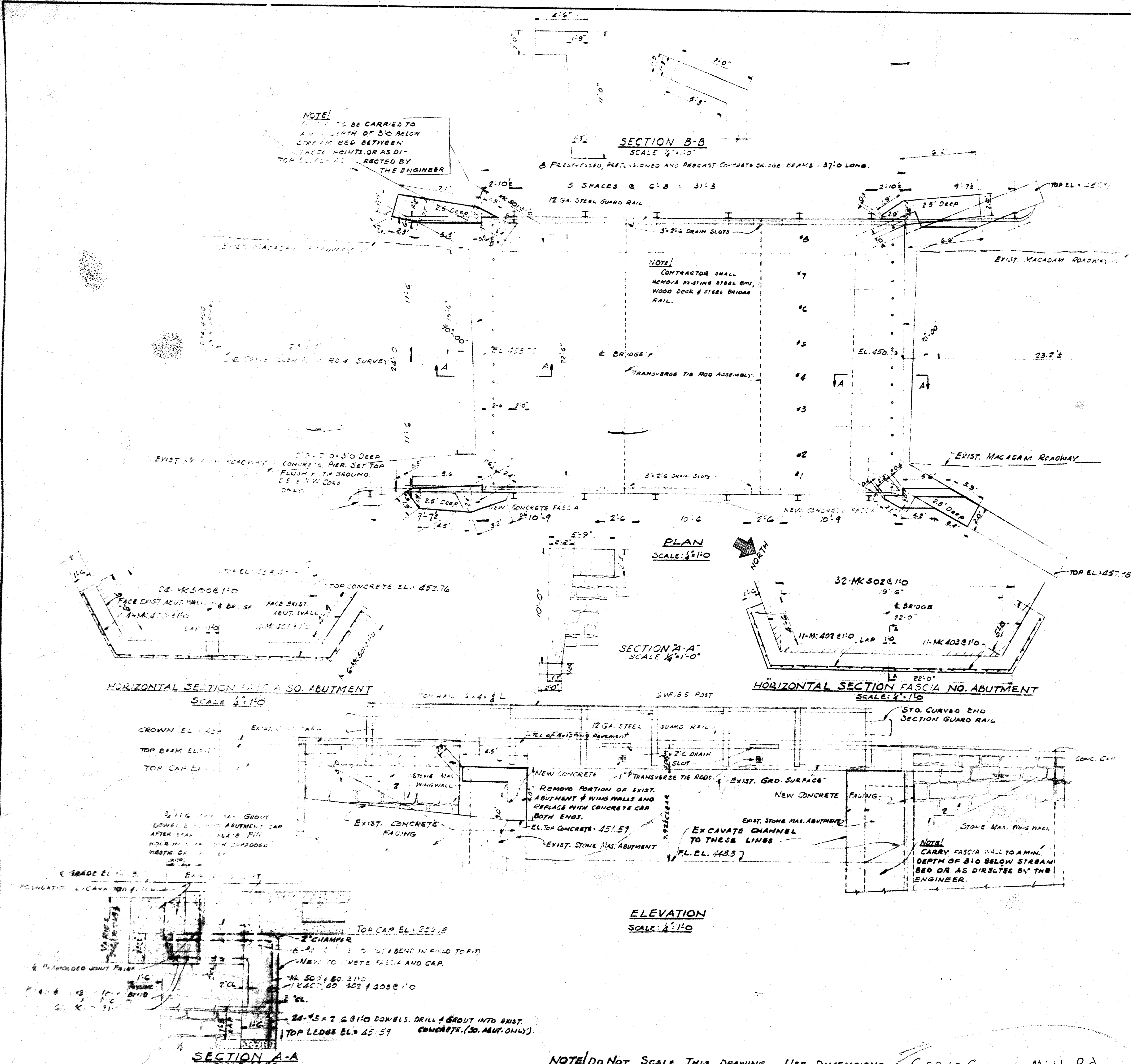
STRUCTURE RATING

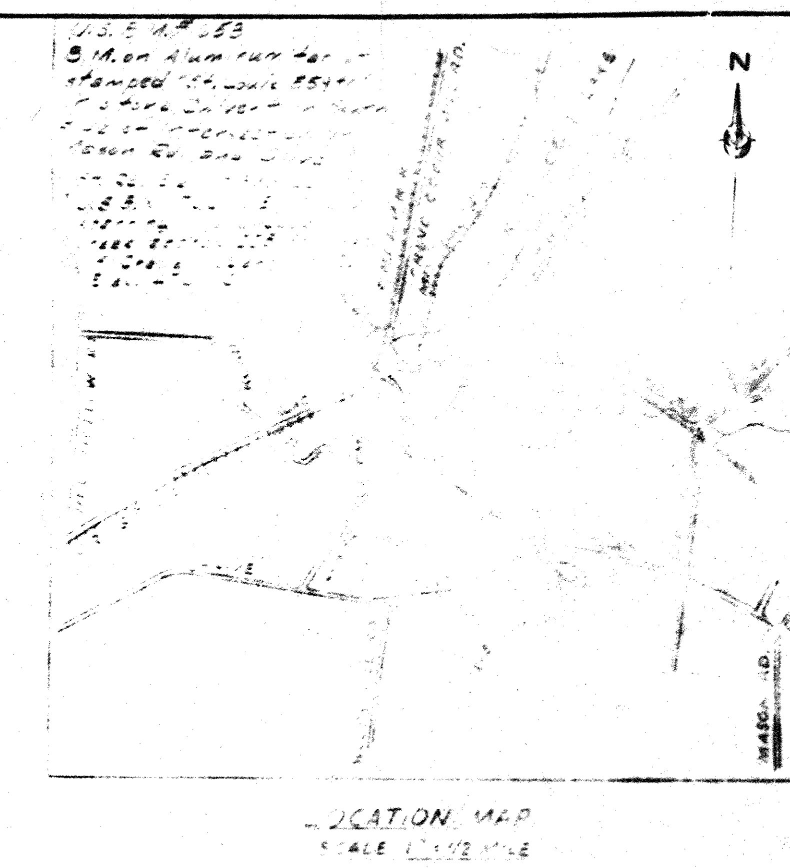
[58] Deck :	4-POOR CONDITION	5/1/2012
[59] Superstructure ** :	4-POOR CONDITION	5/1/2012
[60] Substructure ** :	6-SATISFACTORY CONDITION	5/14/2010
[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	5/14/2010
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	DOESNT MEET CURRNT STND-0	2/23/2006
[36B] Transitions Railing :	DOESNT MEET CURRNT STND-0	4/8/2014
[36C] Approach Railing :	NOT REQUIRED-N	4/8/2014
[36D] Rail End Treatment :	DOESNT MEET CURRNT STND-0	4/8/2014
[71] Waterway Adequacy :	DECK/APPRCH OVERTOP SLIGT	8/7/2002
[72] Approach Roadway Alignment :	8-VERYGOOD	3/1/2002
[113] Scour Assessment ** :	5-FOUNDATION STABLE	5/21/2008
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	32.90 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	2-BASICALLY INTOLRBLE REQ	3/1/2002
[69] Underclearance :	N-NOT APPLICABLE	3/1/2002

*** If RATING lowered to a 3, forward rating info and photos to Bridge Division*

COMMENTS

General Comments :	
Deck Rating Comments :	TOPSIDE- EAST EDGE OF ASPHALT WORN WITH MINOR POTHOLES ALONG CURBLINE.
Superstructure Comments :	EAST EXTERIOR BEAM SPALLED ALONG EAST FACE BELOW SCUPPERS WITH STIRRUPS EXPOSED AT SOUTH SCUPPER AND LEAKAGE WITH 1ST INTERIOR BEAM FROM EAST. 2ND BEAM FROM EAST- 2 SPALLS AT 1/4 POINTS WITH EXPOSED AND CORRODED STIRRUPS. WEST BEAM- PREVIOUS PATCH AT NORTH END AT JOINT WITH INTERIOR BEAM HAS SPALLED AND FAILED WITH EFFLORESCENCE PRESENT. LEAKAGE WITH EFFLORESCENCE STAINING BETWEEN WEST AND 1ST INTERIOR BEAM. WEST FACE OF WEST BEAM HAS PATCHED SECTION AT SCUPPERS. 3 ADDITIONAL SHALLOW SPALLS WITH EFFLORESCENCE BUT NO EXPOSED STEEL.
Substructure Comments :	ABUTMENTS ARE HEAVILY ABRADED AND IN SATURATED CONDITION. SOUTH ABUTMENT HAS EFFLORESCENCE STAINING ALONG EAST SIDE. FAILED STONE EXTENSION OF SOUTHEAST WINGWALL HAS BEEN REPAIRED AND IS HOLDING.
Channel Protection Comments :	POOR ALIGNMENT UPSTREAM. UPSTREAM SLOPE IS 15'-20' HIGH VERTICALLY ~30' FROM BRIDGE. UPSTREAM SLOPES NEAR BRIDGE ARE VERTICAL BUT ARE 6'-7' HIGH. UNDERMINING OF SLOPE PROTECTION.
Culvert Comments :	
Bridge Railing Comments :	
Transition Railing Comments :	
Approach Railing Comments :	
Rail End Treatment Comments :	
Water Adequacy Comments :	SLIGHT CHANCE OF OVERTOPPING BRIDGE DECK AND ROADWAY APPROACHES.
Approach Roadway Comments :	
Scour Assessment Comments :	NO SCOUR TO SPREAD FOOTINGS.FOUNDATION STABLE. DEEP CHANNEL SCOUR IN CENTER OF BRIDGE.
Work Comments :	





ITEM NO.	QUANTITY	UNIT	ITEM
25.3	[illegible]	cu. yd.	Class A Concrete Masonry
26	[illegible]	cu. yd.	Foundation Excavation & Fill
28	[illegible]	Lb.	Reinforcement for Concrete Masonry
50	375	Lin. Ft.	Steel Beam Type Bridge Rail
64	333	Sq. Ft.	Prestressed, Pretensioned and Precast Concrete Bridge Beams
2 Type B	[illegible]	Ton	Asphaltic Concrete
		Lump Sum	Removal of existing bridge ... of same
		Lump Sum	Adjusting existing abutments and wing walls

Table title: BILL OF MATERIAL (BRIDGE STRUCTURE)

GENERAL NOTES!

1- A.A.S.H.O Specifications for Highway Bridges. Design Loading - H20-S16-44
2- All concrete shall develop a compressive strength of 3000 lbs. per sq. in. at 28 days.
3- All concrete steel reinforcement shall be of hard or rail steel grade and shall conform to A.S.T.M. Serial Designation: A16-54T and A305-53T, latest revision.
4- All structural steel shall be painted with one (1) shop coat of red lead and two (2) field coats of aluminum.
5- All parts of tie rod assemblies shall be thoroughly coated with grease and the slots on the outer beams containing the tie rods shall be filled with cement mortar.
6- All exposed edges of concrete shall be chamfered ¾ inches, unless otherwise noted.
7- The cost of the concrete curb and the cost of furnishing and assembling transverse ties shall be included in the unit price bid for "Prestressed, Pretensioned and Precast Concrete Bridge Beams."
8- All bolts washers and nuts shall be galvanized.

NOTE! DO NOT SCALE THIS DRAWING. USE DIMENSIONS.

Creve Coeur Mill Rd.
Bridge #215

Checked by C.P.C. 24 Mar. 1959
Rechecked by C.P.C. 17 Apr. 1959

STATE OF MISSOURI — ROY E. PREUSSER — NUMBER E-2829 — REGISTERED PROFESSIONAL ENGINEER

PROJECT NO. 59-RB-6

ST. LOUIS COUNTY-DIVISION OF HIGHWAYS
DEPARTMENT OF PUBLIC WORKS
CLAYTON, MISSOURI

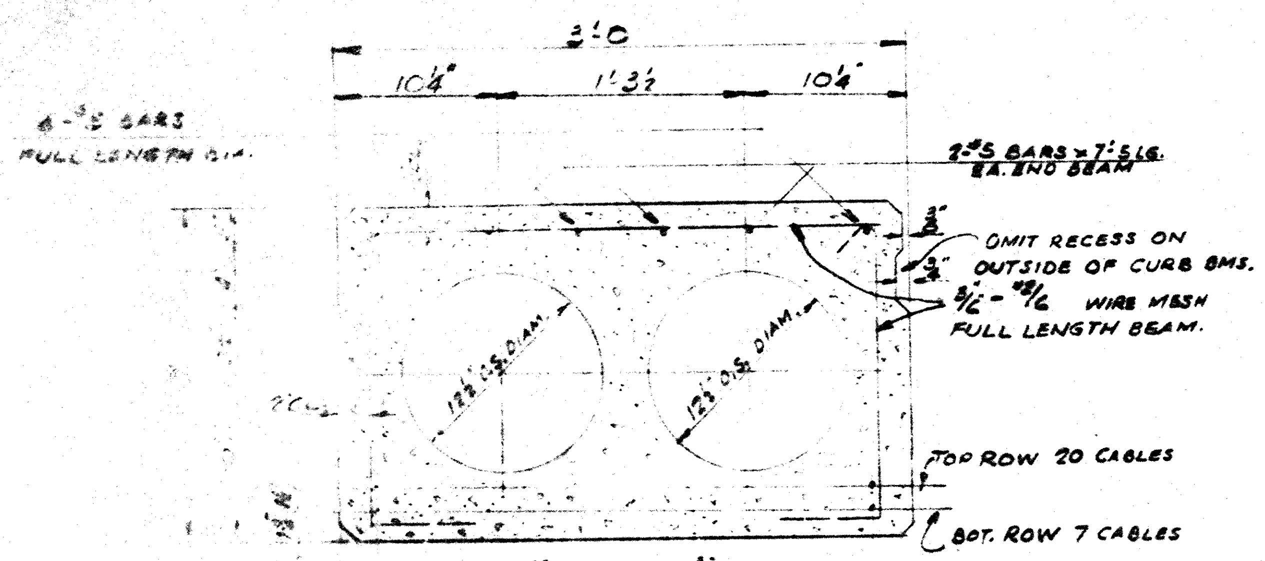
CREVE COEUR MILL RD.
BRIDGE NO. 2708 (215)

APPROVED [illegible] April 17, 1959
HIGHWAY ENGINEER

HORNER & SHIFRIN
CONSULTING ENGINEERS
ST. LOUIS, MISSOURI

SCALE: AS SHOWN
SHEET 1 OF 4

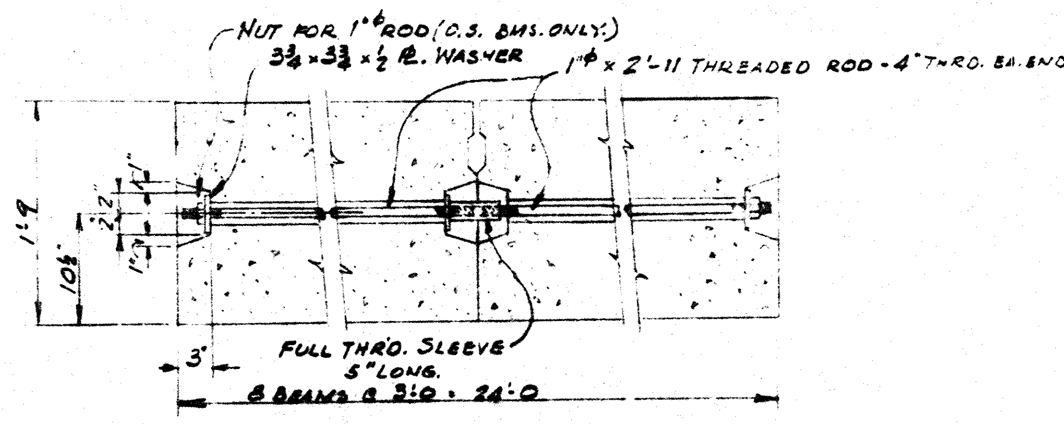
Br. # 215
3-3



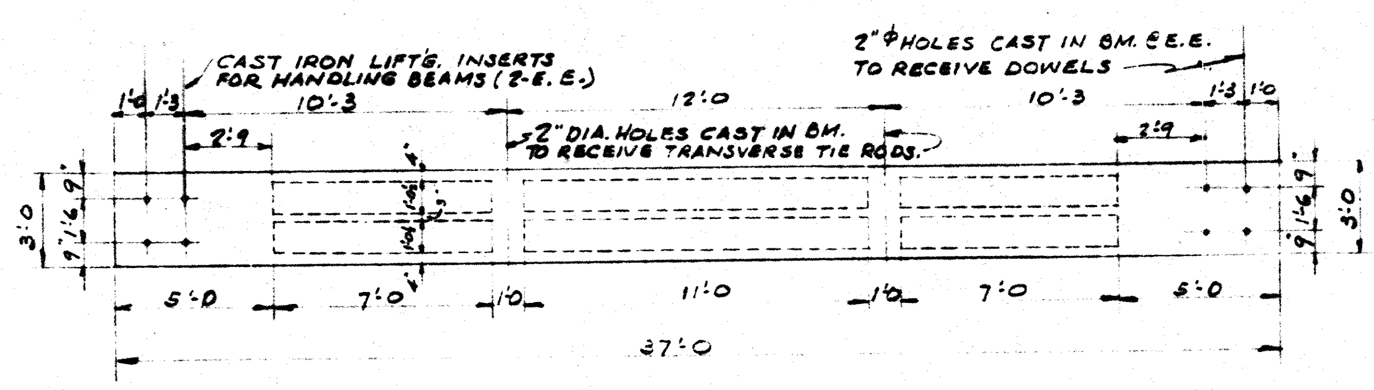
7 WIRE ⅜" STRAND @ 1½" MIN. CTRS.
STRESSED TO 160,000 P.S.I.
INITIAL PULL. AREA 27 STRANDS = 2.16 SQ. INS.

NOTE. PLACE STRANDS SYMM. ABT. ℄ BM.
2. CHAMFER ¾" ALL BM. EDGES.

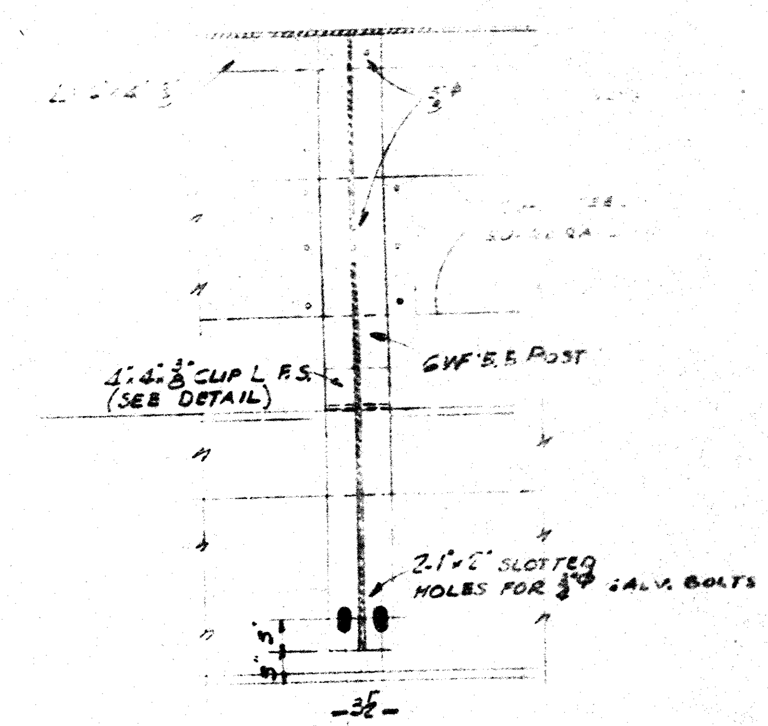
TYPICAL SECTION THRU BEAM
SCALE: 1½" = 1'-0



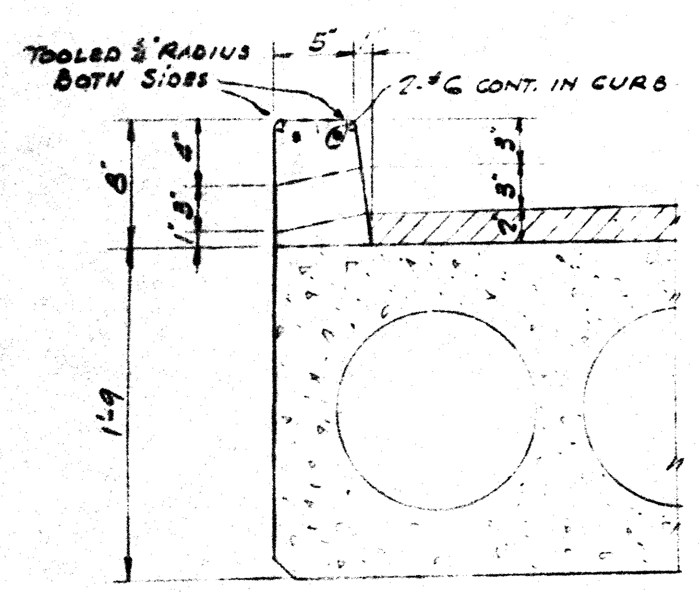
TYPICAL TRANSVERSE TIE ASSEMBLY
SCALE: 1" = 1'-0



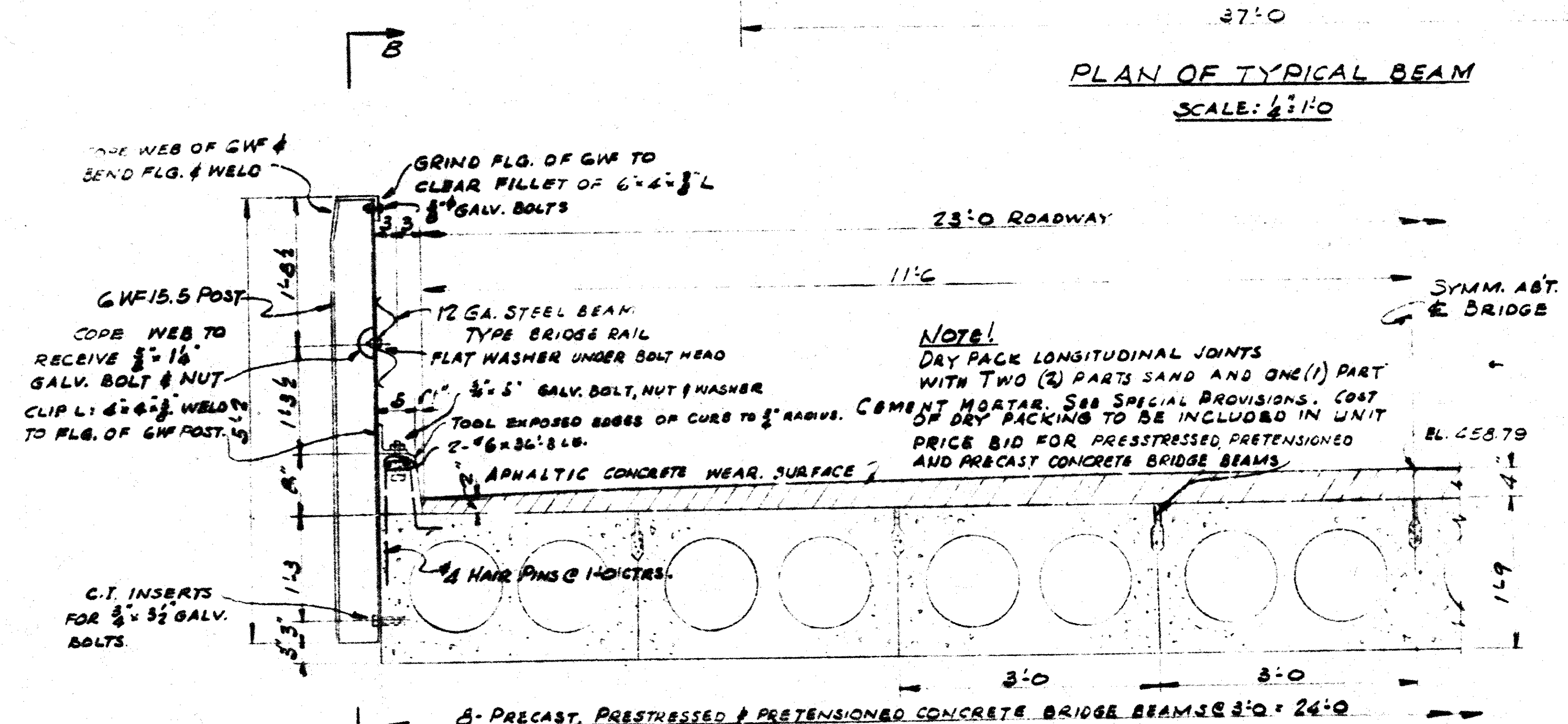
PLAN OF TYPICAL BEAM
SCALE: ¼" = 1'-0



SECTION B-B
SCALE: 1" = 1'-0

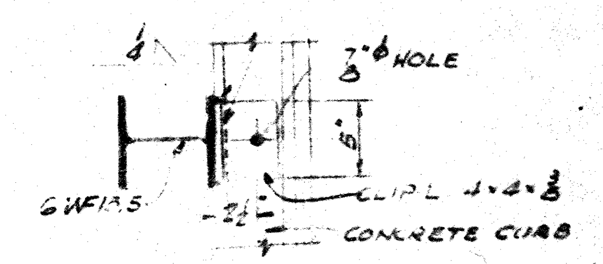


DETAIL OF DRAIN SLOT THRU CURB
SCALE: 1½" = 1'-0



NOTE! DRY PACK LONGITUDINAL JOINTS WITH TWO (2) PARTS SAND AND ONE (1) PART CEMENT MORTAR. SEE SPECIAL PROVISIONS. COST OF DRY PACKING TO BE INCLUDED IN UNIT PRICE BID FOR PRESSTRESSED PRETENSIONED AND PRECAST CONCRETE BRIDGE BEAMS.

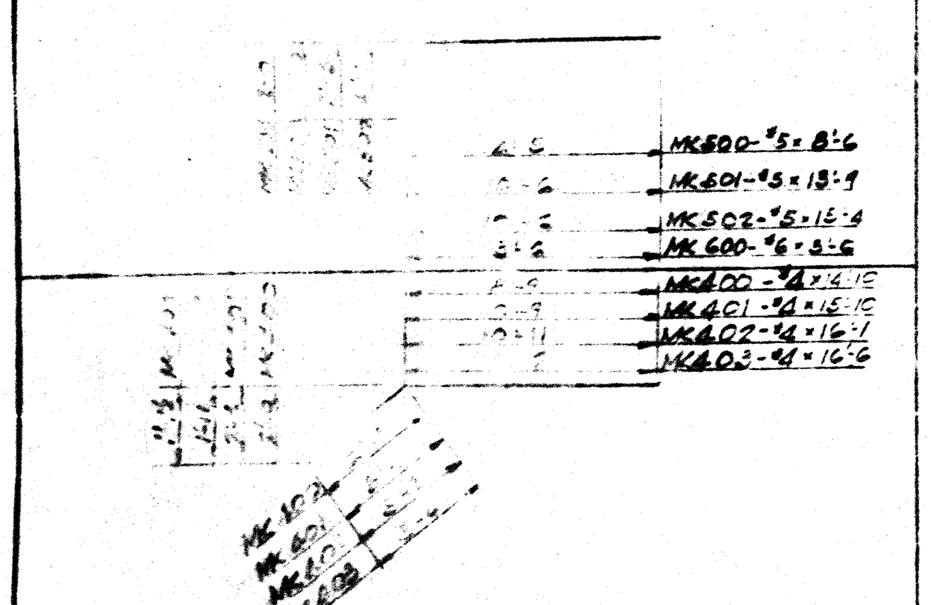
TYPICAL HALF SECTION
SCALE: ¾" = 1'-0



DETAIL OF CLIP

GENERAL NOTES!
FOR GENERAL NOTES SEE SHEET 1 OF 4

BAR BENDING DETAILS



NOTE! ALL DIMENSIONS ARE OUT TO OUT.

BAR SCHEDULE

MARK	NO.	SIZE	LENGTH	LOCATION	REMARKS
	16	#4	30'-0	CAPS	CUT IN FIELD TO FIT
	24	#5	2'-6	EXIST. LEDGE SO. ABUT.	
	4	#6	36'-8	CURB	INCLUDE IN PRICE BID FOR BRIDGE BEAMS
400	4	#4	14'-10	SO. ABUT.	
401	4	↓	15'-10	do. do.	
402	11	↓	16'-1	NO. ABUT.	
403	11	#4	16'-6	do. do.	
500	24	#5	8'-6	SO. ABUT.	
501	6	#5	13'-9	do. do.	
502	32	#5	13'-4	NO. ABUT.	
600	62	#6	5'-6	NO. & SO. ABUT.	

NOTE! DO NOT SCALE THIS DRAWING. USE DIMENSIONS.

PROJECT NO. 59-RB-6

ST. LOUIS COUNTY-DIVISION OF HIGHWAYS
DEPARTMENT OF PUBLIC WORKS
CLAYTON, MISSOURI

CREVE COEUR MILL RD.
BRIDGE NO. ~~2708~~ 215

APPROVED [signature] April 11, 1953
HIGHWAY ENGINEER

STATE OF MISSOURI · ROY E. PREUSSER · NUMBER E-2829 · REGISTERED PROFESSIONAL ENGINEER

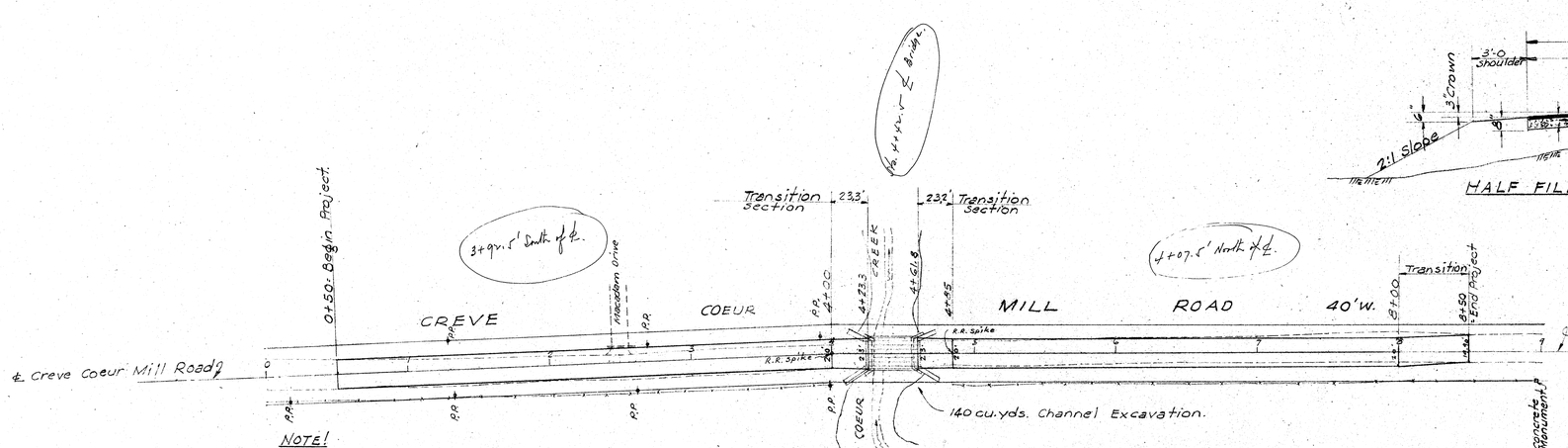
HORNER & SHIFRIN
CONSULTING ENGINEERS
ST. LOUIS, MISSOURI

SCALE: AS SHOWN
SHEET 2 OF 4

Checked by C.P.C. 29 Mar. 1953
Rechecked by C.A.C. 17 Apr. 1953

PLAN — SURVEYED, PLOTTED, NOTE BOOK, NO. — ALIGNMENT CHECKED, RT. OF WAY CHECKED, BY, DATE

PROFILE — SURVEYED, PLOTTED, NOTE BOOK, NO. — GRADES CHECKED, B. M.'s NOTED, STRUCTURE NOTATIONS CHKD, BY, DATE

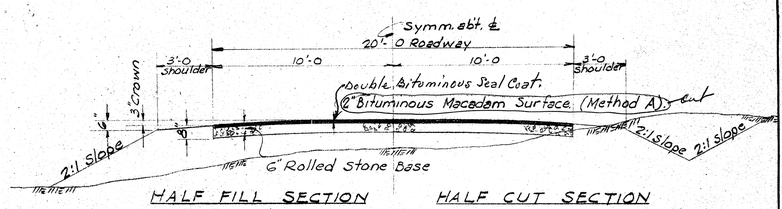


NOTE!
New pavement shall be constructed to finished grade elevations shown, and to meet the grade of existing macadam pavement.

461.67
B.M. Elev. 101.37 — Top Concrete Monument 20' East ℄ @ Sta. 8+97

Change all Elev's to U.S. Datum

SCALE: HOR. 1" = 50 FT. VERT. 1" = 10 FT.



HALF FILL SECTION HALF CUT SECTION

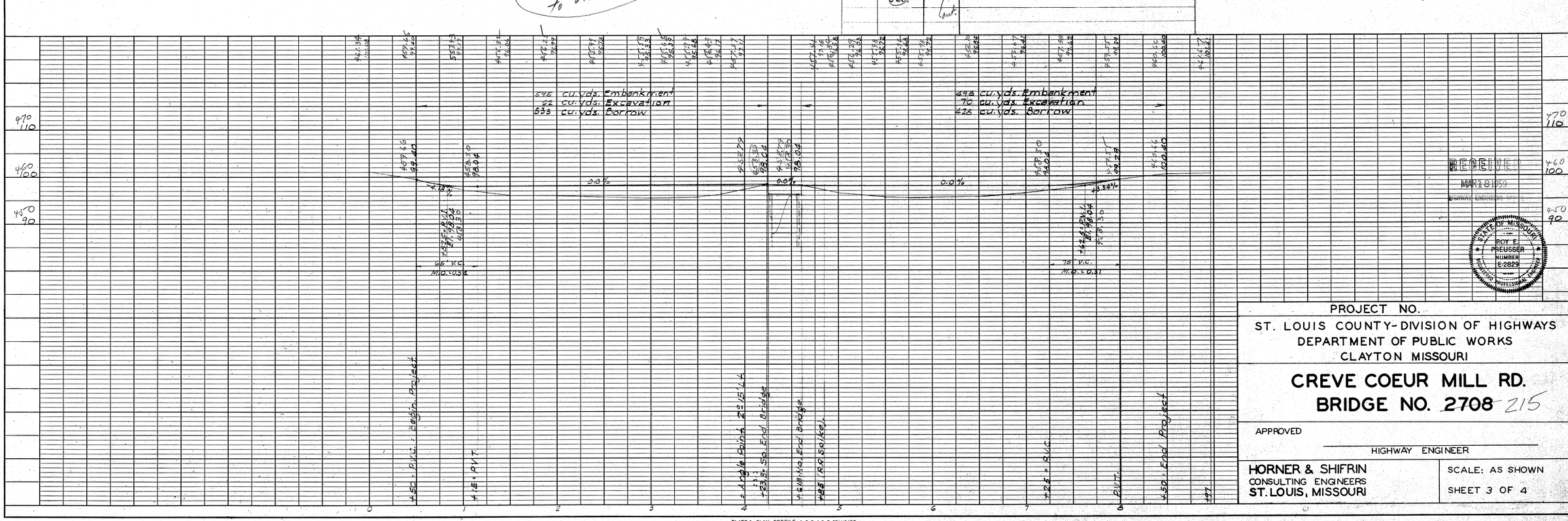
TYPICAL PAVEMENT SECTION

SCALE: 1" = 4'-0

BILL OF MATERIAL (ROADWAY & APPROACHES)

ITEM No.	QUANTITY	UNIT	ITEM
1(a)	394 171	cu.yd.	Common Excavation
3	~~461~~ 1203	cu.yd.	Borrow Excavation
104(a)	~~3.38~~ 9	Tons	Double Bituminous Seal Coat Penetration Type Asphalt.
104(c)	~~3.38~~ 24	Tons	Double Bituminous Seal Coat Medium Curing Cut-Back Asphalt.
104(f)	34 42	Tons	Double Bituminous Seal Coat Limestone Cover Material (½ Size)
104(g)	34 39	Tons	Double Bituminous Seal Coat Gravel Aggregate Cover Material (#9 or #10 Grade)
113	560 63	Tons	Rolled Stone Base.
	560		

End of Project ——— Sta. 8 + 50
Beginning of Project ——— Sta. 0 + 50
Apparent Length ——— 800.00 Feet
Equations & Exceptions ——— None
Total Corrections ——— None
Net Length of Project ——— 800.00 Feet = 0.152 Mi.



RECEIVED
MAR 18 1959
HIGHWAY ENGINEERS OFFICE

STATE OF MISSOURI
ROY E. PREUSSER
NUMBER E-2829
REGISTERED PROFESSIONAL ENGINEER

PROJECT NO.

ST. LOUIS COUNTY - DIVISION OF HIGHWAYS
DEPARTMENT OF PUBLIC WORKS
CLAYTON MISSOURI

CREVE COEUR MILL RD.
BRIDGE NO. 2708 215

APPROVED

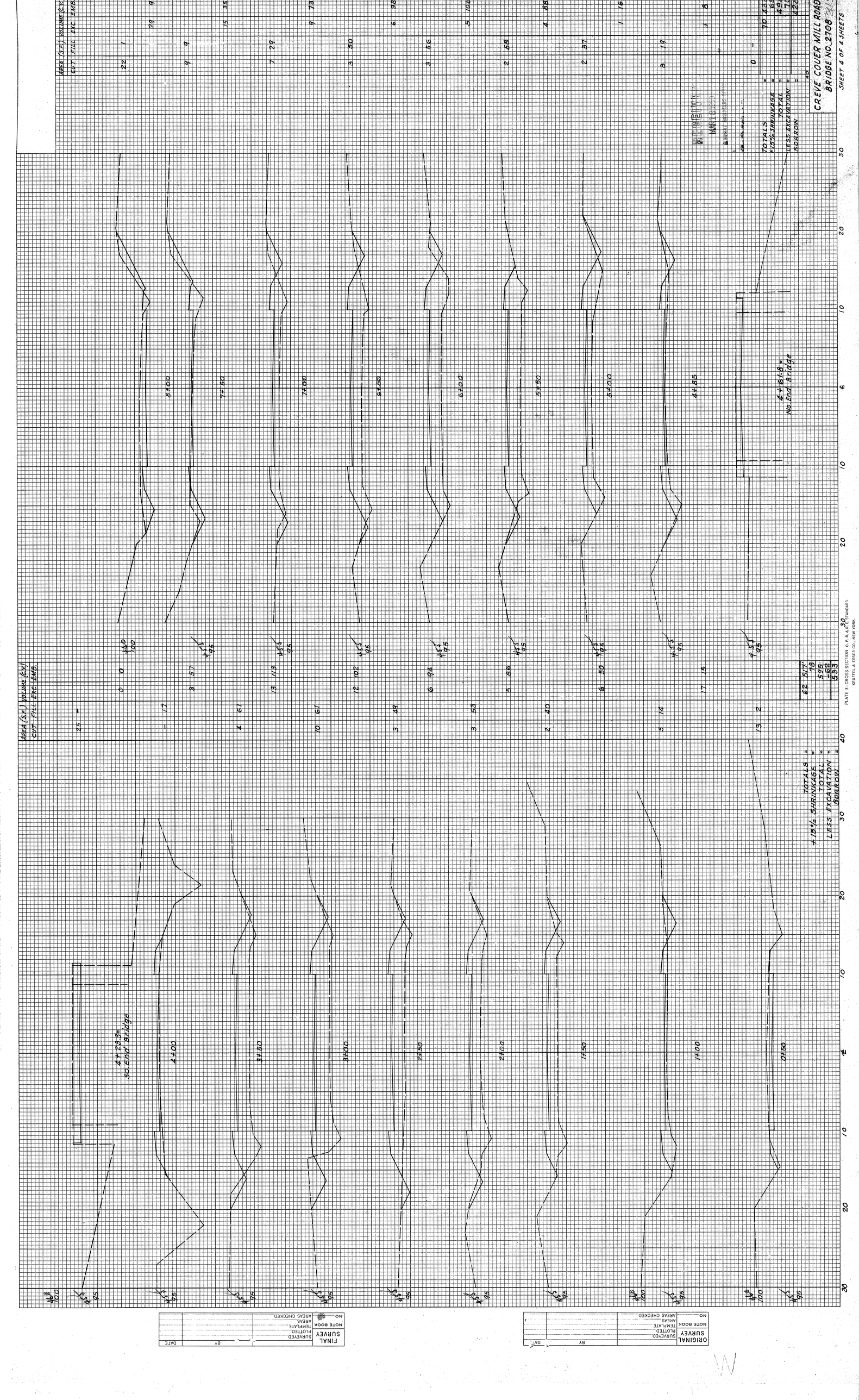
HIGHWAY ENGINEER

HORNER & SHIFRIN
CONSULTING ENGINEERS
ST. LOUIS, MISSOURI

SCALE: AS SHOWN

SHEET 3 OF 4

PLATE 1 - PLAN - PROFILE O. P. R. & R. E. STANDARD
KEUFFEL & ESSER CO., NEW YORK.


CREVE COUER MILL ROAD
BRIDGE NO. 2708
SHEET 4 OF 4 SHEETS
AREA (S.F.) VOLUME (C.Y.)
CUT FILL EXC. EMB.
TOTALS
+15% SHRINKAGE
TOTAL
LESS EXCALATION
ADDROW
ORIGINAL SURVEY
FINAL SURVEY
NOTE BOOK
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NO
BY
DATE
PLATE 3 - CROSS SECTION C. P. R. & R/C STANDARD
REDWELL & ESSER CO., NEW YORK.

OFFICE OF THE COUNTY EXECUTIVE
SAINT LOUIS COUNTY
41 SOUTH CENTRAL AVENUE
SAINT LOUIS, MISSOURI 63105

CHARLIE A. DOOLEY
COUNTY EXECUTIVE

(314) 615-7016
TTY (314) 615-4411

March 10, 2014

Mr. Ed Hillhouse
Executive Director
East-West Gateway Council of Governments
One Memorial Drive, Suite 1600
St. Louis, Missouri 63102-2451

Subject: Request for Sub-Allocated Funds for the Lackland Road Bridge Replacement Project

Dear Mr. Hillhouse:

I am writing to express my strong support for St. Louis County's application for Surface Transportation Program Sub-Allocated (STP-S) funds for the proposed Lackland Road Bridge Replacement Project between Craig and Schuetz Roads. This project enjoys the support of the City of Maryland Heights.

The bridge has a deteriorating superstructure, notable cracks and spalls on the existing concrete deck. We are proposing replacing the current single-span, precast concrete box (deck) beam bridge with a longer single-span, bridge (25 feet long now, 45 feet long proposed). The bridge will be widened to accommodate sidewalk on the north side to connect to existing sidewalk. This proposed design includes a reinforced concrete overlay. This bridge is located on a county east-west arterial and provides a vital connection to Craig and Schuetz, two county arterials and services the many commercial businesses on Lackland, Craig and Schuetz Roads. The proposed added roadway width would improve traffic safety; improve access for all with ADA-accessible curb ramps and increase pedestrian and cyclist safety.

I hope you favorably consider our application for STP-S funds for the Lackland Road Bridge Replacement Project.

Sincerely,

Charlie A. Dooley
County Executive

CAD:AEH:mtb

cc: Sheryl L. Hodges, D.E., P.E., L.P.G., Director, Highways & Traffic and Public Works

FY 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
SURFACE TRANSPORTATION PROGRAM - SUBALLOCATED FUNDS (STP-S)
NEW PROJECT APPLICATION

Clear Form and Create New Project | Retrieve Existing Project | Update/Save Project

PROJECT RECORD NUMBER 17794109 | Clear All Fields

Before starting new applications, select "Clear Form and Create New Project". Applications with no record number cannot be saved. The project number will be needed it if you wish to retrieve/edit/print the application at a later time.

Select one:

- ☐ In progress
- ☐ Preliminary complete (ready for comments)- Due February 13, 2014
- ☒ Final complete - Due March 13, 2014
  Signatures, Supplemental Information, and Application Fee - Due March 13, 2014

A. SPONSOR INFORMATION

Sponsoring Agency: St. Louis County – Department of Highways & Traffic

Chief Elected Official: Charlie A. Dooley, County Executive

Address: 41 South Central Avenue

City: Clayton **State:** MO **Zip:** 63105

E-Mail: N/A

Project Contact: Ted Medler, P.E., S.E. **Title:** Division Manager - Highway Planning

Address: 1050 N. Lindbergh Boulevard

City: St, Louis **State:** MO **Zip** 63132

Phone: 314-615-8637 **Fax:** 314-615-8194

E-mail: TMedler@stlouisco.com

Application Contact: John J. Hicks, AICP, PTP; Trans. Development Analyst, St. Louis Co. Dept. of Highways & Traffic

E-Mail: JHicks@stlouisco.com **Phone:** 314-615-8532

B. PROJECT INFORMATION

Project Title: Lackland Road Bridge # 217

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map):

Lackland Road Bridge #217 is located 0.2 miles east of Schuetz Road.

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

No.

Lackland Road Bridge # 217 is MoDOT ID # 096B217. the Federal ID # is 15573.

Has your agency previously competed for funds for this specific project? If so, when?

No.

Does your agency own and maintain this facility? Yes **If no, a letter of support is required from the facility owner.**

Project Priority Area: Preservation <01>

Type of Improvement: Replace Bridge(s) <33>
Bridge Removal <38>
Resurfacing 2 Lane Pvmt <21>

Type of project: Bridge Reconstruction/Replacement <13>

Project Length (Miles): 0.10

Estimated date of completion (MO/YEAR): 12/2017

Usage (Average Daily Traffic, Ridership, etc.):	Currently	Proposed
ADT	8000.00	8250.00
Year	2013.00	2033.00

Vehicle Occupancy Rate (Regional Average=1.25): Currently 1.25 Proposed 1.25

Federal Functional Roadway Classification (per East-West Gateway): Minor Arterial <04>

BRIDGE PROJECTS ONLY - Complete next four questions

Bridge Identification Number (Per state inventory): 096B217

Bridge Sufficiency Rating (Per state inventory): 47.0

Is bridge listed on state inventory as deficient? Yes

Will there be any realignment of the connecting roadway (vertical or horizontal) as part of the bridge replacement? No **If yes, include sketch of proposed bridge replacement and realigned road.**

Number of through traffic lanes: Currently 2 Proposed 2

Number of turn lanes: Currently 0 Proposed 0

Are two-way left turn lanes proposed as part of this project? No If yes, give details below:

Is the terrain flat or rolling? Flat

If the terrain is rolling, describe what measures have been taken to maximize the sight distance where the two-way left turn lanes are proposed:

There are no sight distance problems.

Speed limit: Currently 30 Proposed 30

Lane width: Currently 11.0 Proposed 12.0

Shoulder width: Currently 0.0 Proposed 0.0

Bridge width (gutterline to gutterline): Currently 25.0 Proposed 32.0

Curb & gutter?: Currently Both Proposed Both

Sidewalks?: Currently None Proposed Left

Sidewalk Width: Currently 0.0 Proposed 5.0

Parking allowed: Currently No Proposed No

Will additional right of way, TSCL or easement be acquired? Yes

If yes,

- **Estimated additional right of way (in acres) needed:** 0
- **Estimated permanent easements (in acres) needed:** 0
- **Estimated temporary easements (in acres) needed:** 0.5
- **Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.**

There will be no displacements.
The out-to-out bridge width will be 42 feet. This will accommodate two lanes and one five foot sidewalk on the north side.

Right of way acquisition by: Local Agency

Right of way condemnation by: Local Agency

Please attach the following items, if available.

➜ Traffic Flow diagram for more than 2 lane improvement
➜ Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? Yes **If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.**

Electric	✓	Ameren Union Electric Company
Phone	✓	AT&T
Gas	✓	Laclede Gas Company
Water	✓	Missouri American Water Company
Cable TV	✓	Charter Communications, Inc.
Storm Sewer	✓	Metropolitan St. Louis Sewer District
Sanitary Sewer	✓	Metropolitan St. Louis Sewer District
Other		

Please give detail concerning potential utility conflicts / problems / issues:

St. Louis County Department of Highways & Traffic personnel will coordinate the proposed bridge project with utility service providers. All valve box covers, manhole covers, utility vault covers, storm water inlets and other utility structures within the proposed limits of the project will be located and identified. They will be clearly marked to prevent damage during the roto-milling process. All manhole covers, valve box covers, utility vault covers and other utility covers will be adjusted to the final pavement grade following completion of the pavement overlay. St. Louis County will also confirm the type and condition on any utility structures which may be attached to Lackland Road Bridge #217.

St. Louis County will coordinate the project schedule with utility providers in order to minimize, where applicable, future pavement cuts and patches for utility work within the limits of the infrastructure project.

Utility coordination completed by: Local Agency

Designed by: Local Agency

Inspection by: Local Agency

BICYCLE AND PEDESTRIAN FACILITIES

All applicants are required to comply with the Americans with Disabilities Act of 1990. 23 USC 217 (g) states:

> *"Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted....Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians.*

The Gateway Bike Plan provides a long-term vision for a connected system of on road bicycle routes between communities, transit, greenways, and trails. Information is available at StLBikePlan.com

If any bicycle and/or pedestrian elements are included in this project, what are they? What strategies or recommendations from the Gateway Bike Plan are being implemented?

Bicycle and pedestrian facilities are included in accordance with St. Louis County's Complete Streets Ordinance.

St. Louis County will install Americans with Disabilities Act (ADA) compliant curb ramps on existing sidewalk termini at side streets that intersect with Lackland Road within the project limits. Truncated domes will be installed on curb ramps at intersections lacking them, in accordance with St. Louis County standards.

The new bridge will be widened to include a five foot sidewalk on the north side. This will facilitate people walking from nearby residential areas to destinations along Lackland Road.

The wider lanes, lower speed limit and the low traffic volumes will make bicycling safer. The improvements conform with the recommendations of the Gateway Bike Plan.

These improvements will result in safer conditions for the pedestrian and for those with sight and/or mobility impairments.

If bicycle and/or pedestrian elements are not included, WHY NOT (required)?: Failure to include bicycle and/or pedestrian accomodations may result in project not being funded.

Bicycle and pedestrian improvements are included in accordance with St. Louis County's Complete Street Ordinance, Ordinance # 25680.

C. PROJECT JUSTIFICATION/DESCRIPTION

Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem, and 4.) any Transportation System Management or Transportation Demand Management strategies (as described in Appendix A included in the workbook).

If the project is proposing to add capacity for single-occupant vehicles by adding lanes or by constructing a new facility, a Congestion Management Study (CMS) report may be required. The CMS requirements are described in Appendix A included in the workbook. If you are unsure if a CMS is needed, please contact Jason Lange at MO: (314) 421-4220 or IL: (618) 274-1750.

Projects must be based upon the ten principles/strategies of RTP 2040, the St. Louis region's Long Range Transportation Plan. See page 6 of the STP-S workbook for more information.

Be as specific as possible. Attach additional sheets as needed.

Lackland Road Bridge #217 is a 56 year old bridge with severe deterioration to the bridge deck, beams and other elements of the structure. It had a bridge rating of 47, on a scale of 100.

The Lackland Road Bridge has undermining on both abutments, increasing the potential for catastrophic failure. There is evidence of heavy moisture seepage on the deck beams. The deck beams have numerous cracks and spalls.

St. Louis County proposes to replace the existing prestressed deck beam bridge with a longer single-span prestressed concrete deck beam bridge. The length of the bridge will increas from 37 feet approximately 50' The final span length will be determined, in part, based on channel and subsurface conditions. The bridge will be widened from 25 feet to 42 feet. The new bridge will have a reinforced concrete overlay.

The approaches to the bridge will be removed, the subgrade will be adjusted as needed. The finish course of the new approach pavement will be Superpave Asphalt.

GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

Road construction does not just apply to moving cars and trucks faster. It's really about accommodating people, which can include such things as: traffic calming, bicycle/pedestrian accommodations, compliance with the Americans with Disabilities Act, landscaping, access management, architectural design standards, and zoning changes to encourage specified land uses and promote economic development. East-West Gateway's Great Streets Initiative helps local sponsors create a complete street. A toolbox has been created that guides sponsors to use the Great Streets template that applies to their place. Place types include: downtown main street, mixed-use district, small town downtown, residential neighborhood, office employment area, civic/educational corridor, neighborhood shops, and commercial/service corridor.

Detailed information can be found at: http://www.ewgateway.org/greatstreets/greatstreets.htm. If you have any questions about Great Streets, contact Paul Hubbman at: MO: (314) 421-4220 or IL: (618) 274-2750.

A Great Streets project is required to address these eight characteristics:

1. Great Streets are great places
2. Great Streets integrate land use and transportation planning
3. Great Streets are economically vibrant
4. Great Streets accommodate all users and all modes
5. Great Streets are environmentally responsible
6. Great Streets rely on current thinking
7. Great Streets are measurable
8. Great Streets develop collaboratively

Please describe below how this project incorporates each of the seven criteria. Attach additional sheets as needed.

Lackland Road Bridge # 217 is a part of a Great Street. It is on Lackland Road, serving the greater Westport area. This is a major employment center. This facility also provides access to the nearby Jewish Community Center. Lackland Road is representative of the area it traverses. Lackland Road Bridge # 217 spans an unnamed tributary of Fee Fee Creek. This tributary, along with Fee Fee Creek itself, is part of a riverine greenway system.

Lackland Road Bridge # 217 will connect nearby residential areas to the many restaurants, shops, other businesses in the Westport area. The new bridge will have wider lanes, and will have a five foot wide sidewalk on one side. This will facilitate movement by pedestrians and bicyclists.

D. PROJECT COMPOSITION

Please indicate the approximate percentage of the project that covers each of the elements below:

MODAL ELEMENTS	Total Cost	
Roadway elements	99.00	%
Transit elements	0.00	%
Bicycle and Pedestrian elements	1.00	%
Port and Freight Facility elements	0.00	%
TOTAL (100%)	100.00	%

ACTIVITY TYPE	Total Cost	
Replace/Rehabilitation of existing facilities	100.00	%
Expansion/Enhancement - new or expanded facilities and assets (not replacement)	0.00	%
Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering)	0.00	%
TOTAL (100%)	100.00	%

PROJECT FUNCTIONS	Total Cost	
Preservation elements	97.00	%
Safety elements	1.00	%
Congestion elements	0.00	%
Access to Opportunity elements	1.00	%
Sustainable Development elements	1.00	%
Goods Movement elements	0.00	%
TOTAL (100%)	100.00	%

E. IMPROVEMENT EVALUATION CRITERIA

Select a priority condition that is based on the primary focus area of the project. The priority condition should be the same for each focus area on pages 9-14.

PRESERVATION

Preservation of the existing infrastructure will be achieved by managing and maintaining current roadway, bridge, transit and intermodal assets. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Points will be assigned only if project will improve deficient condition and documentation of condition is provided with project application.

Priority Condition Road/Bridge | High (5 pts)

System Condition *(describe condition and measure used)*

Lackland Road Bridge # 217 has a sufficiency rating of 47. It has undermining at both of the bridge abutments, contributing to the rapid deterioration of this bridge structure. This bridge connects people to community facilities, major employers and entertainment areas.

PRESERVATION MEASURES	***High Priority Condition***	***Medium Priority Condition***	***Lower Priority Condition***
Road	Pavement Condition 20-56 on Scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition less than 20 or 57-75 on scale of 100 or equivalent AND project will improve deficient condition.	Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition.
Bridge	Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition.	Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition.
Signal	Project will replace equipment older than 20 years, and equipment is outdated, not repairable	Project will replace equipment 10 to 20 years old and not compatible with coordinated systems	Project will replace equipment in good condition, as per industry standard
Transit	Project will replace equipment at normal replacement cycle age in FTA Circular 9030	Project will replace equipment that is non-operational /unreliable/beyond normal replacement cycle age in FTA Circular 9030	Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030
Port/Freight	Poor condition as per standard AND project will improve deficient condition.	Very poor or fair condition as per standard AND project will improve deficient condition.	Good condition as per standard AND project will improve deficient condition.
Bike/Ped	Average PSR rating of sidewalk 0-1.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 1.5-2.5 (see App F or workbook for how to rate).	Average PSR rating of sidewalk 2.5-3.5 (see App F or workbook for how to rate).

***NOTE:** *Only projects that propose to replace, rehabilitate, or repair a facility or equipment can receive points in this category. Projects that propose to construct an entirely new facility receive 0 points (N/A). Systematic preventive maintenance activities (i.e., activities that are part of a planned strategy or program) intended to extend the life of the facility are eligible for funding, provided the DOT has approved the systematic strategy or program.*

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information..
Include a summary of police reports for crashes that occurred within the project limits including how proposed improvement to the facility would reduce crashes.

Total number of crashes over last 3 years: 0

Number of crashes by type: Fatal 0 Serious Injury 0 Property Damage Only 0

Crash Rate for the proposed project location *(use formula below)*: 0.00

To compute crashes per million vehicle miles use the formula:

Average Number of Crashes **per year** over last 3 years X 1,000,000 = **Crash Rate**
Average Daily Traffic X 365 X length of project in miles

Priority Condition Bridge | Medium (3 pts)

System Condition / Problem Addressed

Lackland Road Bridge # 217 has a sufficiency rating of 47. It provides access between residential areas and businesses in the greater Westport area.

SAFETY MEASURES	***High Priority Condition***	***Medium Priority Condition***	***Lower Priority Condition***
Road/ Intersection	Crash rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issues(s)related to crashes * OR improves problems identified in road safety audit OR addresses fatal/serious injury crash(es)	Crash rate per million vehicle miles is 3.0 to 5.9 AND project addresses specific safety issues(s)related to crashes *	Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s)*
Bridge	Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition.	Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition.
Transit/Other	Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)	Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.)
Bike/Ped	New bike/ped facility: Sidewalks on both side of road (at least 5' wide) or dedicated multi-use path (at least 10' wide)	New bike/ped facility: Sidewalk on one side of road (at least 5' wide) or on-road bike lane OR new bike/ped facility: Sidewalks on both side of road (4' to 5' wide) or dedicated multi-use path (8'-10' wide)	Improvements to existing facility or shared lane traffic markers

* e.g., paved shoulder, new pedestrian or bicycle facility, revisions to horizontal or vertical alignment, intersection improvements, guardrail or median barrier.

CONGESTION

Congestion Management will be achieved by ensuring that congestion of the region's roadways does not reach levels which compromise economic competitiveness. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does this project increase capacity for Single-Occupant Vehicles (SOV)? No

If yes, an evaluation of the impact to SOV capacity* of reasonable demand strategies that fit in the corridor must be completed. This evaluation must follow the framework of the St. Louis Region Congestion Management Process Mitigation Handbook and included with the application. See Section VI (page 12 of workbook) for more information.

Priority Condition Bridge | Not Applicable (0 pts)

System Condition *(describe condition and measure used)*

There are no congestion problems associated with the Lackland Road Bridge # 217.

CONGESTION MEASURES	*High Priority Condition*	*Medium Priority Condition*	*Lower Priority Condition*
Road/Bridge Intersection	Level of Service E or F AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service D AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)	Level of Service A, B or C AND project includes features to increase vehicle mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements)
Transit	Introduction of peak-hour transit service in a new market	Expansion of peak-hour transit service or new transit facility in an existing market	Improved transit facility
Education, Rideshare and/or Bike-Ped	Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling)	New pedestrian or bicycle facility (non-recreational)	Improved pedestrian or bicycle facility (non-recreational)

Note:
--Calculate Level of Service (LOS) per method outlined in the *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C. 2000.
--If the project is a bicycle/pedestrian or transit improvement designed primarily to relieve parallel corridor (roadway) congestion - indicate peak average corresponding roadway LOS.
– Projects must comply with the Regional ITS Standards set forth in the document titled *Bi-State St. Louis Regional ITS Architecture*, April 2005

*A study is required if the project proposes to add one or more lanes for a length of at least 1 mile (or the entire distance between major intersections) on a roadway functionally classified as an arterial or above.

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information such as transit lines or stops on or within 1/4 mile of proposed improvements.

Priority Condition High (5 pts)

Access to Opportunity Measures / Problem Addressed

This important structure connects residences to business in the greater Westport area. The new bridge will accommodate bicyclists and pedestrians, allowing alternative modes of access to the many employers and activities in the area. Call-a-Ride services are available, as is bus transit. Transit services utilize this critical bridge.

ACCESS TO OPPORTUNITY MEASURES   *Priority Condition*
(1) Project is located within an area that meets either of the disadvantaged community criteria below, AND (2) project provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) ***(5pts)***
Project either provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) AND includes measures to eliminate accessibility barriers and bring a non-ADA-compliant facility into ADA compliance. ***(3pts)***
Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. ***(1pt)***

*Disadvantaged Community: Any community within the region in which (1) the unemployment rate is 50% higher than the region as a whole (2010 metropolitan rate= 10.0%), or (2) in which 10 percent or more of the households headed by an adult have no private vehicle. A map of qualifing areas is included in Appendix F of the project workbook.

SUSTAINABLE DEVELOPMENT

Sustainable Development will be achieved by coordinating transportation, land use, economic development, environmental quality, and community aesthetics. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach revelant documentation, calculations, photos or additional information.

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan? Yes

Cite adopted plan(s) that the project is identified in:

This structure conforms with St. Louis County's Strategic Transportation Infrastructure Plan.

Priority Condition High (5 pts)

Sustainable Development Measures (e.g., measures to integrate Great Streets Initiative design techniques, enhance connectivity across or between modes, promote transportation and development actions that reduce the need for travel, avoid impacts to sensitive environmental or cultural resources, etc.)

Replacing the Lackland Road Bridge # 217 is a sustainable project. It provides access to businesses and residences. It serves the greater Westport area, one of the largest employment centers in the St. Louis region. It provides access to the Holocaust Museum and the Jewish Community Center.

SUSTAINABLE DEVELOPMENT MEASURES   ***Priority Condition***
Project (1) conforms to the plan(s) identified above, AND (2) is located within ½ mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the redevelopment of an underutilized commercial, industrial, or brownfield area. ***(5pts)***
Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the continued development of an established commercial or industrial area ***(3pts)***
Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a commercial or industrial area or established residential area ***(1pt)***

**Major activity center = major employer, hospital or medical center, college or university, major retail center, airport, or other regional draw of population/employment.*

GOODS MOVEMENT

Efficient movement of goods will be achieved by improving the movement of freight within and through the region by rail, water, air, and surface transportation modes. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Commercial truck volume as percentage of ADT: 1.00

Priority Condition Road-Truck | Not Applicable (0 pts)

System Condition

There is minimal truck traffic that uses this bridge.

GOODS MOVEMENT MEASURES ***Priority Condition***
(1) Commercial truck volumes are greater than 15% of ADT on the route/site AND (2) project either provides or improved intermodal connections OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). ***(5 pts)***
(1) Commercial truck volumes are 7% - 14.9% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). ***(3 pts)***
(1) Commercial truck volumes are less than 7% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). ***(1 pts)***

F. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B).

Fiscal years are federal fiscal years (October 1 through September 30). See page 3 of STP-S Workbook for information regarding what phases of work may use federal funds and the years that federal funds are available. Federal participation for a phase my not exceed 80% in Missouri and 75% in Illinois. Each phase using federal funds must be at the same percentage. To delete a number in the table below, enter '0'. Pressing the delete button or backspace will not save onto EWG servers.

PROJECT BUDGET	FY 2015	FY 2016	FY 2017	TOTAL
PE/Planning/ Environ. Studies	72000.00	0.00	0.00	72000.00
Right-Of-Way	143000.00	0.00	0.00	143000.00
Implementation	0.00	596000.00	0.00	596000.00
Construction Engineering	0.00	89000.00	0.00	89000.00
Total	0.00	685000.00	0.00	685000.00
TOTAL	215000.00	685000.00	0.00	900000.00

SOURCE OF FUNDS	FY 2015	FY 2016	FY 2017	TOTAL
STP-S/BRM Funds	172000.00	548000.00	0.00	720000.00
Other Fed. Funds* *Source:* N/A	0.00	0.00	0.00	0.00
Other State Funds* *Source:* N/A	0.00	0.00	0.00	0.00
Local Match Funds* *Source:* StLCo Capital Budget	43000.00	137000.00	0.00	180000.00
Other Funds* *Source:* N/A	0.00	0.00	0.00	0.00
TOTAL	215000.00	685000.00	0.00	900000.00

***Will any other individual, business, local public agency or other third party provide matching funds or be requested to provide matching funds in the future for this project? If yes, include a letter of support for this project from the third party that confirms their commitment to provide match or acknowledges that the sponsor may seek matching funds from the third party in the future. The letter must also document the third party's support of the proposed scope of work of the project as it is listed in the project application.**

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

Activity Description	Start Date (MM/YYYY)	Finish Date* (MM/YYYY)	Time Frame (Months)
Receive Notification Letter	08/2014	08/2014	1.0
Execute Agreement (Project sponsor & DOT)	09/2014	10/2014	2.0
Engineering Services Contract Submitted & Approved [1]	10/2014	01/2015	3.0
Obtain Environmental Clearances (106, CE-2, etc.)	01/2015	07/2015	7.0
Public Meeting/Hearing	N/A	N/A	0.0
Develop and Submit Preliminary Plans	01/2015	06/2015	6.0
Preliminary Plans Approved	06/2015	08/2015	3.0
Develop and Submit Right-of-Way Plans	02/2015	07/2015	3.0
Review and Approval of Right-of-Way Plans	07/2015	08/2015	2.0
Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) [2]	08/2015	09/2015	2.0
Right-of-Way Acquisition	09/2015	09/2016	13.0
Utility Coordination	02/2015	07/2016	17.0
Develop and Submit PS&E	09/2015	06/2016	10.0
District Approval of PS&E/Advertise for Bids [3]	07/2016	09/2016	3.0
Submit and Receive Bids for Review and Approval	10/2016	12/2016	3.0
Project Implementation/Construction	01/2017	12/2017	12.0

***Finish date must match fiscal year for each for each milestone listed below:**

1. **Preliminary engineering obligated - PE/Planning/Environ. Studies**
2. **Right of way obligated - Right-Of-Way**
3. **Construction/implementation funds obligated - Implementation/Construction Engineering**

FY 2015 = 10/2014 - 09/2015
FY 2016 = 10/2015 - 09/2016
FY 2017 = 10/2016 - 09/2017
FY 2018 = 10/2017 - 09/2018

Financial Certification of Matching Funds

This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of MAP-21. Only one certification per sponsoring agency is necessary.

Project Title	**Non-federal Amount**
Lackland Road Bridge # 217	180000.00

Sponsoring Agency: St. Louis County – Department of Highways & Traffic

Chief Elected Official (or Chief Executive Officer):

Name (Print): Charlie A. Dooley, County Executive

Signature: Charlie A. Dooley

Date: 3/11/14

Chief Financial Officer:

Name (Print): Don Rode, Chief Accounting Officer

Signature: Don Rode

Date: 3/11/14

G. Person of Responsible Charge Certification

The key regulatory provision, 23 CFR 635.105 – *Supervising Agency,* provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in "responsible charge" of the project.

The undersigned employees(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying East-West Gateway. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases.

Person of responsible charge – design phase

Name: Daniel R. Naunheim, P.E.

Title: Division Manager - Design E-mail: DNaunheim@stlouisco.com

Signature:

Person of responsible charge – right of way acquisition phase

Name: Ted Medler, P.E., S.E.

Title: Division Manager - Highway Planning E-mail: TMedler@stlouisco.com

Signature:

Person of responsible charge – construction phase

Name: Matthew J. Gruendler, P.E.

Title: Division Manager - Construction E-mail: MGruendler@stlouisco.com

Signature:

H. Title VI Certification

The Project Sponsor shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 U.S.C. §12101, et seq.). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

The undersigned representative of the Project Sponsor hereby certifies that it has policies and procedures in place to comply with Title VI of the Civil Rights Act of 1964.

Name Sheryl L. Hodges, D.E., P.E., L.P.G., Director, Highways & Traffic

Signature Sheryl L. Hodges

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, "reasonable progress" will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (i.e., Preliminary Engineering (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the project sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the September 30 suspense date will be removed from the TIP, and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor would have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (i.e., not meet a September 30 deadline), the project sponsor will have the opportunity to ask for consideration of a "one-time extension" in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done diligence in progressing the project; b.) Federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; c.) There is a realistic strategy is in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by East-West Gateway staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis(subject to available funding) and are subject to the Board adopted rules for TIP modifications.

EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

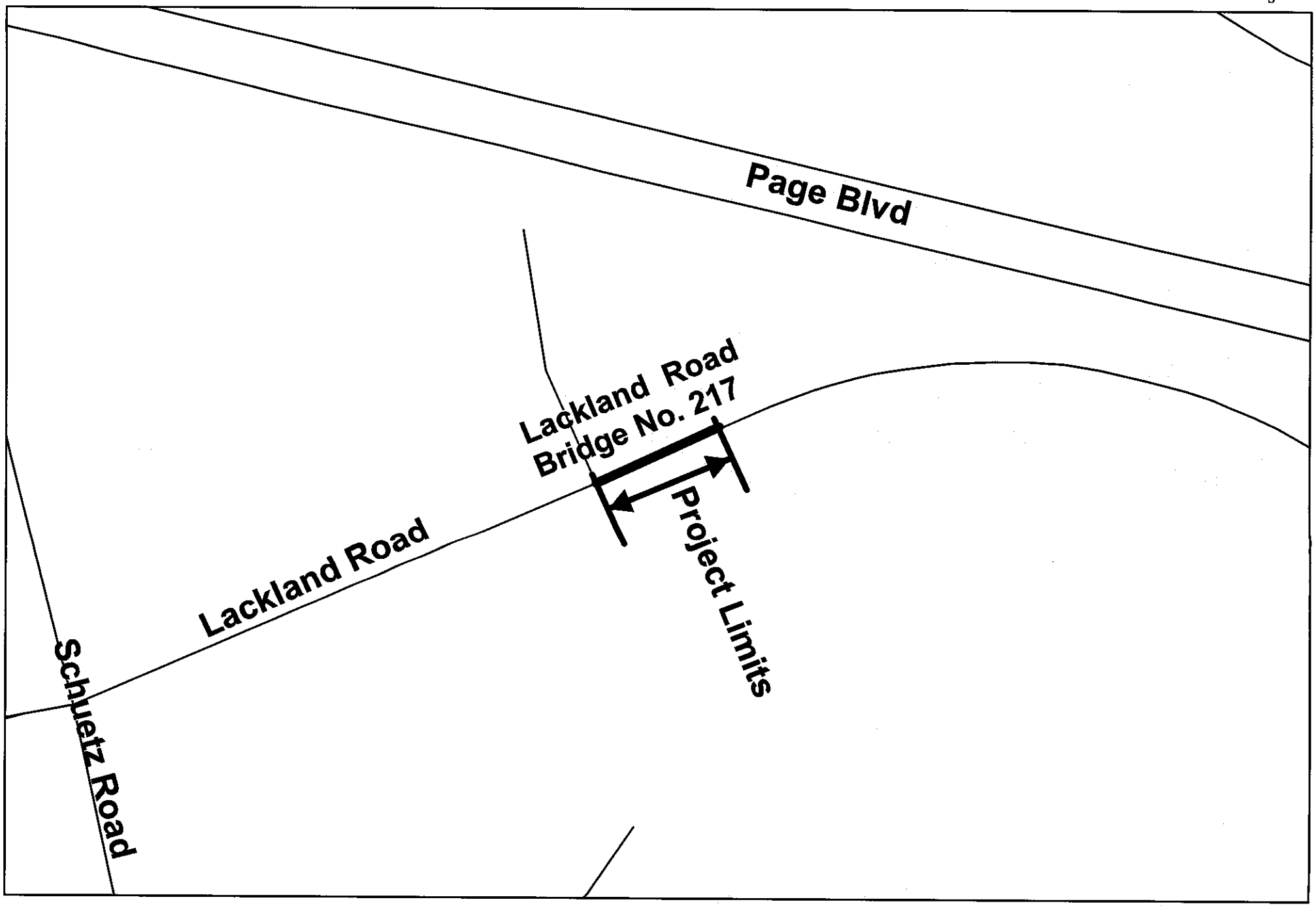
Policy on Reasonable Progress

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.

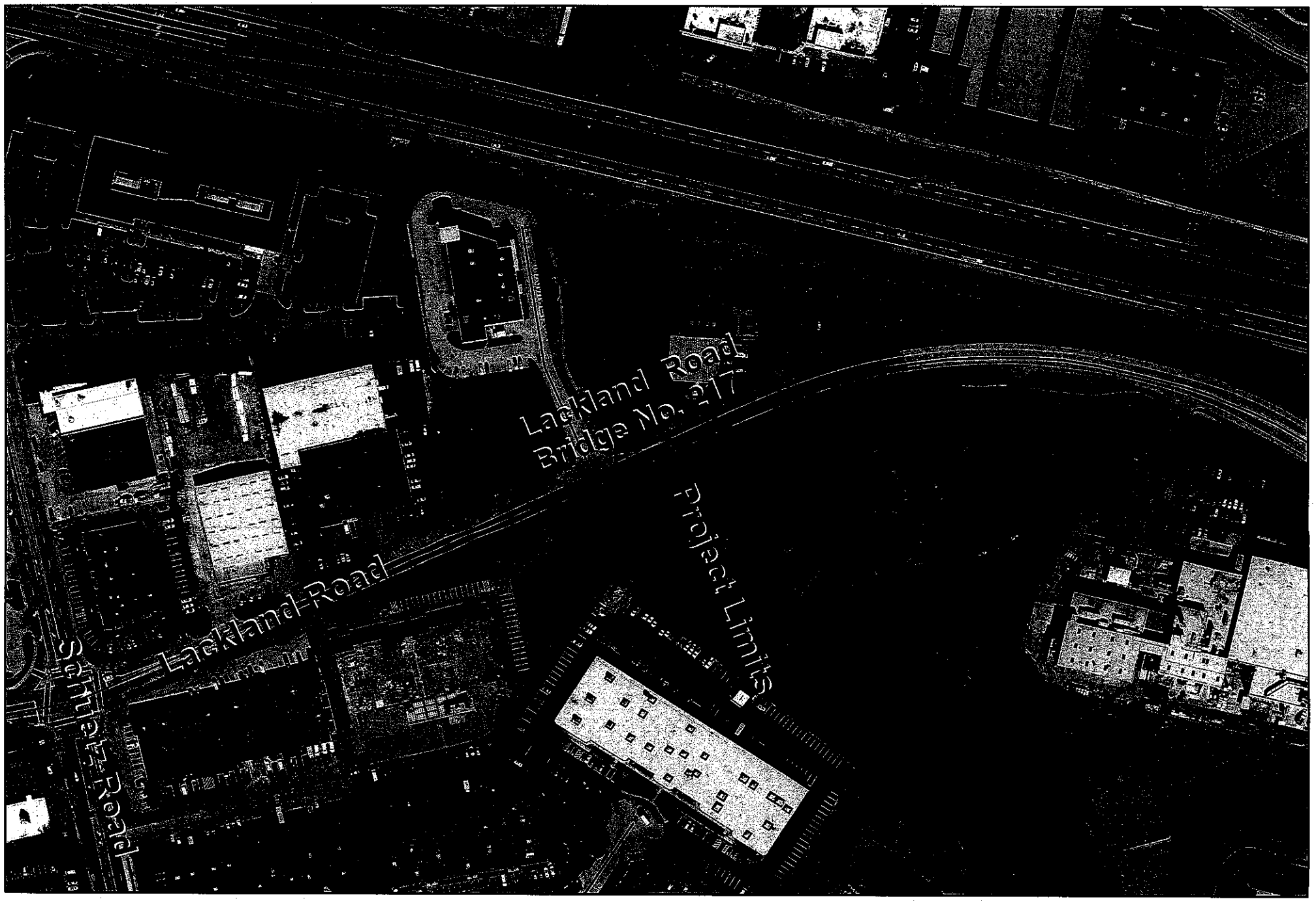
Saint Louis COUNTY
HIGHWAYS & TRAFFIC
PUBLIC WORKS

Lackland Road Bridge No. 217



Saint Louis COUNTY
HIGHWAYS & TRAFFIC
PUBLIC WORKS

Lackland Road Bridge No. 217



SAINT LOUIS COUNTY DEPT. OF HWYS. AND TRAF.
BRIDGE IMPROVEMENT PROJECT

Lackland #217
No Project Number
Project Length = Maximum 300'

ORIGINAL ESTIMATE DATE: 6-24-08
DATE REVISED: 7-29-2011, 3-3-2014

Current Bridge Length: 25'
Anticipated Bridge Length: 50'
Replace with a 27" deck beam structure, sidewalk on north side

Engineering Year:
Right of Way Year:

ANTICIPATED LETTING DATE:

CONSTRUCTION ITEMS	QUANTITY	UNIT	UNIT PRICE	ESTIMATED COST	SUB-TOTAL
Earthwork					*$9,000*
Clearing & Grubbing	1	Lump Sum	$9,000	$9,000	
Roadway Work					*$164,956*
Bituminous Pavement Mixture SP125 Surface Course	85	Tons	$100	$8,533	
Type A Epoxy Pavement Marking	800	Lin. Ft	$0.50	$400	
Bituminous Pavement Mixture SP190 Base Course	427	Tons	$100	$42,667	
Type 5 Aggregate Base (4" thick)	711	S.Y.	$8.00	$5,689	
Tack Coat	71	Gal.	$7	$498	
Prime Coat	249	Gal.	$10.00	$2,489	
Removal of Improvements	1	Lump Sum	$10,000	$10,000	
Concrete Entrances	60	S.Y.	$50	$3,000	
Removal of Bridges	792	S.F.	$15	$11,880	
Bridge Approach Pavement	187	S.Y.	$115	$21,467	
Bridge Approach Slab (Bridge)	233	S.Y.	$250	$58,333	
Bridges (Vehicular)					*$298,947*
Reinforced Concrete Slab Overlay	233	S.Y.	$180	$42,000	
Safety Barrier Curb	190	Lin. Ft	$75	$14,250	
27"x36" Prestressed Concrete Deck Beams	728	Lin. Ft.	$200	$145,600	
Plain Neoprene Bearing Pad	28	Each	$125	$3,500	
Class I Excavation	110	C.Y.	$85	$9,350	
Structural Steel Piles (12 in.)	720	Lin. Ft	$56	$40,320	
Class B Concrete (Substructure)	44	C.Y.	$725	$31,578	
Reinforcing Steel (Bridges)	5,227	Lbs.	$1.10	$5,749	
Slab Drains	10	Each	$300	$3,000	
Vertical Drain at End Bents	90	Lin. Ft	$40	$3,600	
Miscellaneous					*$69,000*
Site Restoration	1	Lump Sum	$10,000	$10,000	
Traffic Control (2%)				$9,700	
Mobilization, Office, etc. (10%)				$49,300	
TOTAL before contingencies					**$541,903**
Contingencies (10%)				$54,200	*$54,200*
TOTAL with contingencies					**$596,103**

RIGHT-OF-WAY COSTS

ROW Estimate	$100,000
Titles, Appraisals, Condemnation Costs @ 30%	$30,000
Total	$143,000

(Includes 10% Contingency, Rounded to Nearest $1,000)

Utilities (Lump Sum)	$0
Construction Cost	$596,000
Admin. Eng. & Const. Supv.	$89,000
Survey & Design Engineering C	$72,000
Right-of-Way Cost	$143,000
Environmental	$0
Total Cost	**$900,000**

Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 23, 2012
12:08:39pm

County : ST. LOUIS Class : NONSTATBR Design No. : 096B217 Federal ID : 15573

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	17290 CREVE COEU	[9] Location :	S 26 T 46 R 5 E
[6] Features Intersected :	E TRIB OF FEE FEE	[22] Owner :	COUNTY
[7] Facility Carried :	LACKLAND RD	[26] Functional Classification :	UCOLLECT
[16] Latitude :	38 41 53.74 (DMS)	[21] Maintenance Responsibility :	COUNTY
[17] Longitude :	90 25 33.19 (DMS)		

AGE AND SERVICE - GEOMETRIC DATA - MATERIAL

[27] Year Built :	1958	[106] Year Reconstructed :	
[49] Structure Length :	32 FT.	[51] Bridge Width :	23 FT. 0 IN.
[32] Approach Roadway Width :	22 FT. 0 IN.	[52] Deck Width :	24 FT. 0 IN.

COMPONENTS	# OF SPANS	MATERIAL	CONSTRUCTION
[43] Main series :	1	PRESTCONC	BXGRADJ
[44] Approach Series :			
[107] Deck Type :		OTHER	OTHER
[108A] Wearing Surface :		ASPHALT	BITUMSEAL
[108B] Membrane :		NOTAPPLIC	NONE
[108C] Deck Protection :		NOTAPPLIC	NONE

AADT INFORMATION

[29] ADT on Structure : 5,192	[30] Year : 2012	[109] AADT Truck : 4 %

STRUCTURE POSTING

FIELD POSTING Problem Code : Problem Direction Code :

Category : S-15 TRUCK WEIGHT LIMIT 62 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 40 TONS WEIGHT LIMIT

Ton 1 : 62 Ton 2 : 40 Ton 3 :

APPROVED POSTING

Category : S-15 TRUCK WEIGHT LIMIT 62 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 40 TONS WEIGHT LIMIT

Ton 1 : 62 Ton 2 : 40 Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
SCOTT R. NORRIS	STLC0608	ST LOUIS COUNTY
JAMES B.W. CARR (NTLQ)	STLC0614	ST LOUIS COUNTY

[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	3/28/2012	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	WADE	3/28/2012	24	N	N

Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 23, 2012
12:08:39pm

County : ST. LOUIS Class : NONSTATBR Design No. : 096B217 Federal ID : 15573

STRUCTURE RATING

[58] Deck :	4-POOR CONDITION	6/21/2010
[59] Superstructure ** :	4-POOR CONDITION	6/21/2010
[60] Substructure ** :	6-SATISFACTORY CONDITION	4/28/2010
[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	4/28/2010
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	0 DOESNT MEET CURRNT STND	3/13/2006
[36B] Transitions Railing :	0 DOESNT MEET CURRNT STND	3/13/2006
[36C] Approach Railing :	0 DOESNT MEET CURRNT STND	3/13/2006
[36D] Rail End Treatment :	0 DOESNT MEET CURRNT STND	3/13/2006
[71] Waterway Adequacy :	DECK ABOVE FLOOD ELEV	3/1/2002
[72] Approach Roadway Alignment :	7-GOOD	3/1/2002
[113] Scour Assessment ** :	5-FOUNDATION STABLE	5/21/2008
Type of Scour Evaluation	OBSERVED	
[67] Structure Evaluation :	4-MEETS MINIMUM TOLERABLE	3/1/2002
Sufficiency Rating :	47.40 %	3/1/2002
Deficiency :	STRUCTURAL	3/1/2002
[68] Deck Geometry :	2-BASICALLY INTOLRBLE REQ	3/1/2002
[69] Underclearance :	N-NOT APPLICABLE	3/1/2002

*** If RATING lowered to a 3, forward rating info and photos to Bridge Division*

COMMENTS

General Comments :	A SINGLE SPAN PRECAST BOX BEAM STRUCTURE WITH FULL HEIGHT GRAVITY REINFORCED CONCRETE /STONE ABUTMETS ON SPREAD FOOTINGS.
Deck Rating Comments :	SOUTH BEAM-EASTERN 2/3 OF BEAM HAS SPALL 6" WIDE X 8" TALL AT NORTH EDGE. NORTH BEAM SPALLED 1/4 WIDTH OF BEAM, SOUTH SIDE, ENTIRE LENGTH-STIRRUPS EXPOSED AND SOME STRANDS 100% LOST. 2ND BEAM FROM NORTH LARGE SPALL AND DELAMINATION 12" WIDE X 4' APPROX. 4' FROM EAST ABUTMENT. ALL EXPOSED STEEL HEAVILY RUSTED. TOPSIDE- MINOR CRACKS IN WEARING SURFACE.
Superstructure Comments :	SEE DECK.
Substructure Comments :	VARIOUS AREAS OF MORTAR FAILURE, MOSTLY AT NE, SE, SW WINGS AND AT FLOWLINE ALONG ABUTMENT. STONES APPEAR TO BE IN GOOD CONDITION. MINOR CRACKS TO CONCRETE CAPS. FLOW ALONG EAST ABUTMENT.
Channel Protection Comments :	FLOW ALONG EAST ABUTMENT. MINOR EROSION OF ALL BANKS.
Culvert Comments :	
Bridge Railing Comments :	
Transition Railing Comments :	
Approach Railing Comments :	
Rail End Treatment Comments :	
Water Adequacy Comments :	
Approach Roadway Comments :	
Scour Assessment Comments :	NO SCOUR. FOUNDATION STABLE.
Work Comments :	

Roadway	From	To	Miles	AWT	Location	Count Year	20 Year Growth Rate	Truck Percentage	Future AWT	# of Lanes	Speed Limit	LOS
W. Adams/Ballas	Dougherty Ferry	Kirkwood Rd EOM	2.39	7660	S of Dougherty Ferry	2011	4.3%	1.8%	7989	2	30	C
				5850	Ballas	2013	4.3%	1.8%	6102	2	30	C
				6620	W of Geyer	2011	4.3%	1.8%	6905	2	30	C
				6670	E of Geyer	2013	4.3%	1.8%	6957	2	30	C
				6500	W of Kirkwood Rd	2011	4.3%	1.8%	6780	2	30	C
Ameling	McKelvey	Bennington Place	0.24	6680	McKelvey	2012	2.0%	4.0%	6814	2	30	C
				6490	Bennington	2013	2.0%	4.0%	6620	2	30	C
Baur	Ashby	Lindbergh	0.54	5430	Warson	2013	2.0%	2.5%	5539	2	35	C
				6320	Lindbergh	2013	2.0%	2.5%	6446	2	35	C
Baxter	.1 mi N of Country Field	Clarkson	0.94	11570	N of Country Ridge*	2007	26.5%	2.1%	14636	2	40	D
Baxter	Manchester Rd EOM	Clayton Rd	2.07	11100	Manchester Rd	2007	17.1%	3.7%	12998	2	35	D
				8710	Holloway	2007	17.1%	3.7%	10199	2	35	D
				20020	S of Clayton Rd	2007	17.1%	3.7%	23443	4	35	D
Baxter	Clayton Rd	Claymont Estates	0.7	15140	N of Clayton Rd	2007	27.4%	2.5%	19288	2	35	E
Bellefontaine	St. Louis city limit	I-270 EOM	2.83	14620	S of Jennings Station	2007	11.5%	22.1%	16301	4	35	D
				13820	N of Jennings Station	2007	11.5%	22.1%	15409	4	35	D
				14330	Teurville/St. Cyr	2007	11.5%	22.1%	15978	4	35	D
				14600	S of Chambers	2011	11.5%	22.1%	16279	2	35	E
				15260	N of Chambers	2007	11.5%	22.1%	17015	2	35	E
				20620	S of I-270	2005	11.5%	22.1%	22991	5	35	D
Big Bend	Manchester Rd EOM	Clayton Rd	1.56	24700	N of Manchester Rd	2006	2.1%	4.1%	25219	5	35	D
				31390	S of I-64	2011	2.1%	4.1%	32049	5	35	E
				26460	N of I-64	2011	2.1%	4.1%	27016	5	35	D
				20850	S of Clayton Rd	2011	2.1%	4.1%	21288	5	35	D
Chesterfield Parkway West	I-64 EOM	Olive EOM	0.99	13580	N of Outer 40	2006	22.5%	5.4%	16636	4	40	C
				10530	W of Olive	2006	22.5%	5.4%	12899	4	40	C
Chesterfield Parkway West	I-64 EOM	Fontaine	1	11860	Chesterfield Airport/Wild Horse Creek	2006	21.3%	4.0%	14386	5	40	C
Clayton	Eatherton EOM	Dartmouth Crest	0.22	9130	Eatherton	2006	10.9%	4.0%	10125	5	30	C
Clayton	Hanley	St. Louis city limit	0.94	24300	E of Hanley	2005	3.4%	5.1%	25126	5	35	D
				25080	W of Big Bend	2005	3.4%	5.1%	25933	5	35	D
				26680	E of Big Bend	2005	3.4%	5.1%	27587	6	35	D
				22450	St. Louis city limit	2011	3.4%	5.1%	23213	6	35	D
Clayton	Hanley	Louwen	0.87	22180	W of Hanley Rd	2005	5.1%	4.0%	23311	5	35	D
				20700	E of Brentwood Blvd	2005	5.1%	4.0%	21756	5	35	D
				15070	W of Brentwood Blvd	2011	5.1%	4.0%	15839	5	35	D
Craig	Olive EOM	Lackland	1.99	16930	S of Lackland Rd	2007	14.0%	5.0%	19300	4	35	D
				13760	S of Craigshire Dr - Villa Dorado Dr	2007	14.0%	5.0%	15686	2	35	E
				14350	N of Debonnaire Dr	2007	14.0%	5.0%	16359	2	35	E
				10540	S of New Ballas Rd Extension	2007	14.0%	5.0%	12016	2	35	D
Creve Coeur Mill	Prichard Farm	350' W of McKelvey	1.24	10780	W of McKelvey Rd	2006	2.0%	8.3%	10996	2	35	D
				9250	E of Prichard Farm Rd	2006	2.0%	8.3%	9435	2	35	D
Dielman	Olive EOM	Page	0.98	7430	N of Olive Blvd	2006	2.0%	15.0%	7579	2	30	D
				9570	S of Page Ave	2006	2.0%	15.0%	9761	4	30	C
Dorsett	12200 Dorsett	Old Dorsett at Fee Fee	0.87	33810	E of Progress Pkwy	2013	26.6%	15.0%	42803	5	35	E
				16900	W of Fee Fee Rd	2013	26.6%	15.0%	21395	5	35	D
James S McDonnell	Lindbergh EOM	470' N of Campus Pkwy	1.2	17540	N of Lindbergh	2005	13.7%	12.0%	19843	7	40,45	C
				18370	N Fee Fee Rd	2005	13.7%	12.0%	20887	7	40,45	C
				22800	S of I-270	2005	13.7%	12.0%	25924	7	40,45	C
Jennings Station	West Florissant	Halls Ferry	1.2	16760	NE of West Florissant Ave	2007	2.0%	5.0%	17095	4	30	D
				14890	Halls Ferry Rd	2007	2.0%	5.0%	15188	4	30	D
→ Lackland	500' E of Craig	100' E of Concourse	0.21	18970	W of Concourse	2013	2.0%	9.5%	19349	4,5		40 D
→				17550	E of Craid Rd - Westport Plaza	2013	2.0%	9.5%	17901	4,5		40 C
Lucas and Hunt	St. Charles Rock Road EOM	Woodrow	1.16	15,000	N of St. Charles Rock Rd	2007	2.9%	2.2%	15435	4	30	D
				15820	S of Natural Bridge Rd	2007	2.9%	2.2%	16279	4	30	D

In vicinity of Lackland Bridge #217

McKelvey/ Bennington	Dorsett	Ameling	0.49	14420	N of Dorsett	2013	2.0%	4.0%	14708	4	35,30	D
				10920	S of Ameling Rd	2013	2.0%	4.0%	11138	4	35,30	D
McKelvey	Ameling	Creve Coeur Mill	1.46	8940	N of Ameling	2012	2.0%	4.0%	8940	2	30	D
Midland	Woodson	east side of Ashby bridge	1.69	15930	E of Ashby	2006	2.6%	4.0%	16344	4	35	D
				13110	W Woodson Rd	2013	2.6%	4.0%	13451	4	35	D
Midland	Woodson	North and South	1.71	9370	E Woodson Rd	2013	2.7%	3.3%	9623	4	35	C
				7520	W of Brown Rd	2006	2.7%	3.3%	7723	4	35	C
				6460	W North and South Rd	2006	2.7%	3.3%	6634	4	35	C
New Ballwin	Kiefer Creek	.19 mi S of Reinke	1.46	14590	N of Twigwood	2007	8.0%	4.5%	15757	4	30	E
				8490	NW Big Bend Rd	2007	8.0%	4.5%	9169	5	30	D
				6800	S Big Bend Rd	2007	8.0%	2.0%	7344	2	40	C
				6720	N of Kiefer Creek Rd	2007	8.0%	2.0%	7258	2	40	C
St. Charles Rock Road	Taussig	Earth City Exprwy EOM	1.26	14080	SE of Earth City Expwy	2005	19.2%	18.0%	16783	5	50	C
St. Louis Avenue	Beckett Memorial	Marshall	1.11	4670	NW of Marshall	2005	17.2%	12.6%	5473	2	30	C
Westport Plaza/Marine	Craig	Glenmeade	0.88	20200	S of Westline Industrial	2013	2.0%	7.4%	20604	4	30	D
				11800	W of West Port Plaza Dr	2013	2.0%	4.0%	12036	4	30	D
Banshee	.45 mi W of JSM	.16 mi W of JSM	0.28	5610	W of J.S. McDonnell	2009	23.8%	10.0%	6945	4	40	C
Broadway/ Grant	Hancock	Kingston	1.18	2340	S of Kingston	2007	26.4%	1.0%	2958	2	30	C
Buckley	Sappington Barracks	Lemay Ferry EOM	1.19	6620	S of Lemay Ferry	2005	2.0%	2.0%	6752	2	35	D
				3930	N of Sappington Barracks Rd	2012	2.0%	2.0%	4009	2	35	C
Eddie & Park	Sappington	Gravois EOM	0.93	6930	N of Gravois	2012	4.0%	3.0%	7103	2	30	D
				4730	W of Pardee Rd	2007	4.0%	3.0%	4919	2	30	C
				5270	E of Sappington Rd	2007	4.0%	3.0%	5481	2	30	D
Guelbreth	Old Olive	Schuetz	0.62	5860	N of Old Olive Street	2013	2.0%	8.2%	5977	2	30	D
				5790	S of Schuetz Rd	2006	2.0%	8.2%	5906	2	30	D
Hawkins-Fuch/Old Lemay Ferry	Meramec Bottom	Lemay Ferry EOM	1.55	3440	N Meramec Bottom	2005	5.5%	3.0%	3622	2	30	C
				2470	S of Old Lemay Ferry Rd	2005	5.3%	3.0%	2601	2	30	C
Kerth	Meramec Bottom	Butler Hill	1.82	6590	S of Butler Hill	2012	7.5%	2.3%	7084	2	35	D
				3170	N of Meramec Bottom Rd	2012	7.5%	2.3%	3408	2	35	C
Koch/Robert Koch Hospital	I-255 EOM	Pottle	1.36	3820	S of I-255	2005	44.8%	8.3%	5531	2	35	C
				2340	Pottle Ave	2005	44.8%	8.3%	3388	2	35	C
Mehl/ Patterson	Lemay Ferry EOM	Yaeger	1.69	11090	SE of Lemay Ferry	2010	7.4%	5.7%	11911	2	40	D
				7920	N of Ringer Rd	2010	7.4%	5.7%	8506	2	40	C
				6120	S of Ringer Rd	2010	7.4%	5.7%	6573	2	35	C
				5090	W of Yaeger Rd	2005	7.4%	5.7%	5467	2	35	C
Old Jamestown	Valle	Shackelford	1.61	2300	W of Valle	2007	27.6%	5.0%	2935	2	40	C
Old Jamestown	Valle	Lindbergh EOM	3.31	1040	E of Sinks Rd	2007	31.6%	5.0%	1369	2	35	C
				9580	NW of Valle Ave	2007	31.6%	5.0%	12607	2	40	D
				7870	SW Valle Ave	2007	31.6%	5.0%	10357	2	35	D
Sappington Barracks	Telegraph EOM	Barracks View EOM	0.83	6020	W of Telegraph	2010	2.2%	5.9%	6152	2	35	D
				5350	E of Buckley Rd	2005	2.2%	5.9%	5468	2	35	D
				6020	E of Barracksview Rd	2010	2.2%	5.9%	6152	2	35	D
Summit	Gravois EOM	Bowles	0.94	5990	W of MO RTE 30	2007	12.9%	5.3%	6763	2	30	D
				4590	W of Country Home Dr	2007	12.9%	5.3%	5182	2	30	C
				3570	E of Bowles Ave	2007	12.9%	5.3%	4031	2	30	C
Theiss	Von Talge	Little Rock	0.46	3620	NW of Little Rock	2010	12.7%	2.1%	4080	2	30	C
Yaeger	Ringer	Patterson	1.88	3680	SE of Ringer	2010	4.0%	5.0%	3827	2	30	C

Missouri Department of Transportation
Bridge Inventory and Inspection System
Non-State Structure Inspection Report

May 7, 2014
7:27:13am

County : ST. LOUIS Class : NONSTATBR Design No. : 096B217 Federal ID : 15573

[5D] Route :	00000	[41] Structure Status :	P-POSTLOAD
[4] Place Code :	17290 CREVE COEU	[9] Location :	S 26 T 46 R 5 E
[6] Features Intersected :	E TRIB OF FEE FEE	[22] Owner :	COUNTY
[7] Facility Carried :	LACKLAND RD	[26] Functional Classification :	UMAJCOL
[16] Latitude :	38 41 53.74 (DMS)	[21] Maintenance Responsibility :	COUNTY
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[107] Deck Type :		OTHER	OTHER
[108A] Wearing Surface :		ASPHALT	BITUMSEAL
[108B] Membrane :		NOTAPPLIC	NONE
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AADT INFORMATION

[29] ADT on Structure : 5,192	[30] Year : 2012	[109] AADT Truck : 4 %

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FIELD POSTING Problem Code : Problem Direction Code :

Category : S-15 TRUCK WEIGHT LIMIT 62 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 40 TONS WEIGHT LIMIT

Ton 1 : 62 Ton 2 : 40 Ton 3 :

APPROVED POSTING

Category : S-15 TRUCK WEIGHT LIMIT 62 TONS EXCEPT SINGLE UNIT TANDEM REAR AXLE TRUCKS 40 TONS WEIGHT LIMIT

Ton 1 : 62 Ton 2 : 40 Ton 3 :

STRUCTURE GENERAL INSPECTION

Inspector	ID No.	Organizational Affiliation
DANIEL A HOWELL	STLC0615	ST LOUIS COUNTY
JAMES B.W. CARR (NTLQ)	STLC0614	ST LOUIS COUNTY

[90] Inspection Type	Inspection Date	[91] Frequency
GENERAL	3/10/2014	24

STRUCTURE OTHER INSPECTION

Type	Category	Date	Freq	PIN	NBI
UNDERWATER	DRY	3/10/2014	24	N	N

Missouri Department of Transportation
Bridge Inventory and Inspection System
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County : ST. LOUIS Class : NONSTATBR Design No. : 096B217 Federal ID : 15573

STRUCTURE RATING

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[61] Channel Protection :	6-WIDESPREAD MINOR DAMAGE	4/28/2010
[62] Culverts **:	N-NOT APPLICABLE	3/1/2002
[36A] Bridge Railing :	DOESNT MEET CURRNT STND-0	3/13/2006
[36B] Transitions Railing :	DOESNT MEET CURRNT STND-0	3/13/2006
[36C] Approach Railing :	NOT REQUIRED-N	4/3/2014
[36D] Rail End Treatment :	MEETS CURRENT STANDARDS-1	4/3/2014
[71] Waterway Adequacy :	DECK ABOVE FLOOD ELEV	3/1/2002
[72] Approach Roadway Alignment :	7-GOOD	3/1/2002
[113] Scour Assessment ** :	5-FOUNDATION STABLE	5/21/2008
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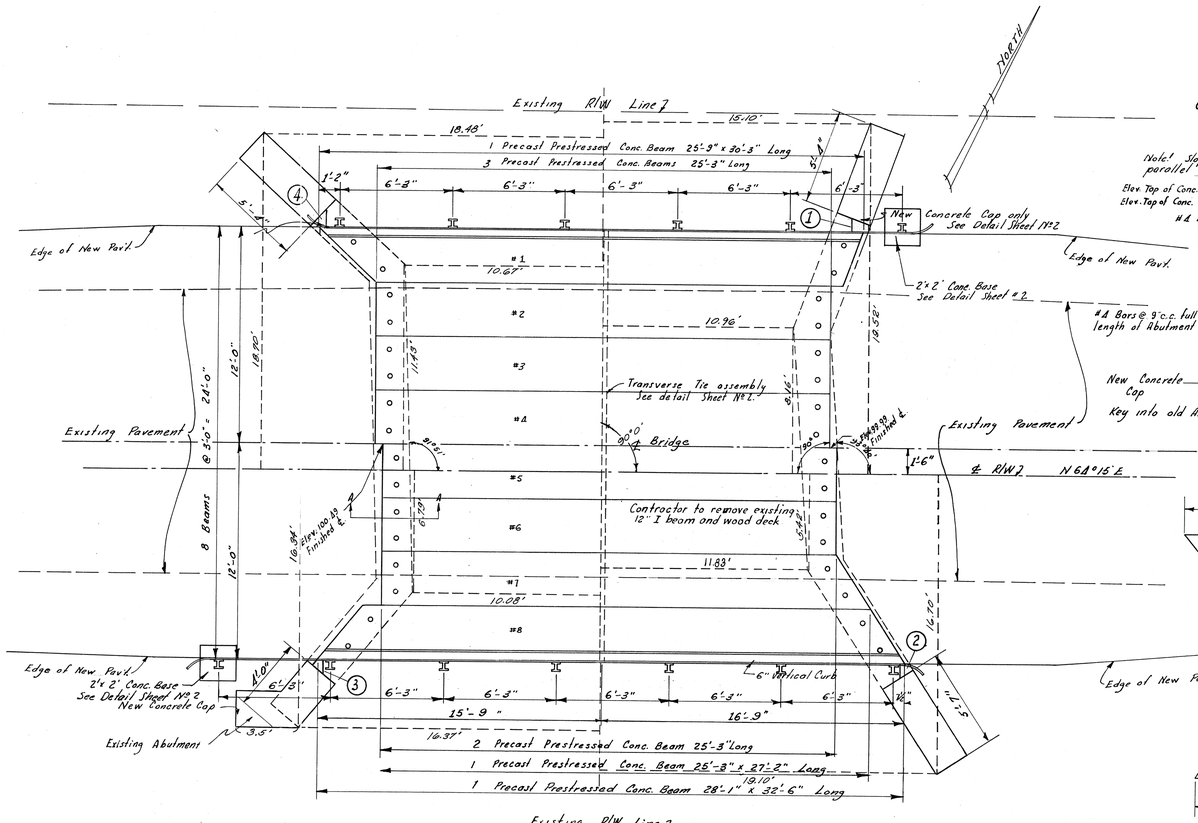
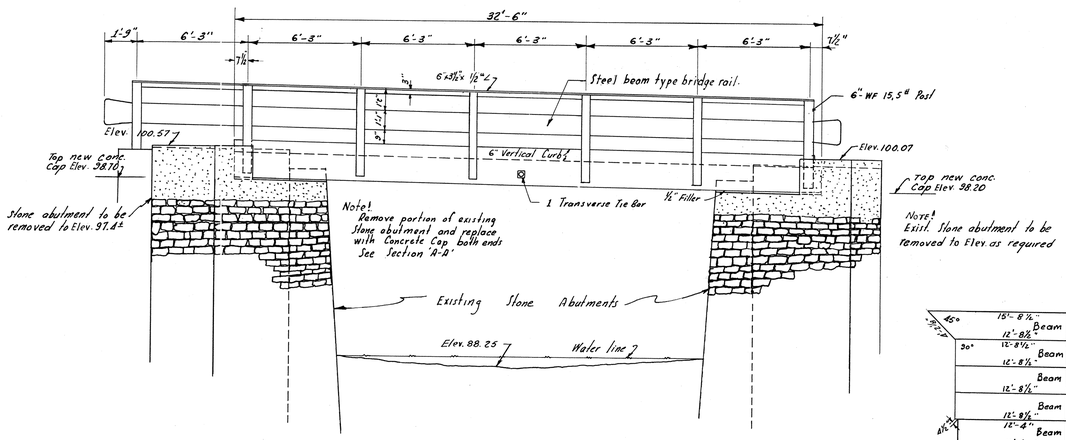
COMMENTS

General Comments :	A SINGLE SPAN PRECAST BOX BEAM STRUCTURE WITH FULL HEIGHT GRAVITY REINFORCED CONCRETE /STONE ABUTMETS ON SPREAD FOOTINGS.
Deck Rating Comments :	SOUTH BEAM-EASTERN 2/3 OF BEAM HAS SPALL 6" WIDE X 8" TALL AT NORTH EDGE. NORTH BEAM SPALLED 1/4 WIDTH OF BEAM, SOUTH SIDE, ENTIRE LENGTH-STIRRUPS EXPOSED AND SOME STRANDS 100% LOST. 2ND BEAM FROM NORTH LARGE SPALL 3'L X 1.5'W X 3"D WITH 5 STRANDS EXPOSED WITH SIGNIFICANT SECTION LOSS 4' FROM EAST ABUTMENT. ALL EXPOSED STEEL HEAVILY RUSTED. TOPSIDE-MINOR CRACKS IN WEARING SURFACE.
Superstructure Comments :	SEE DECK.
Substructure Comments :	VARIOUS AREAS OF MORTAR FAILURE, MOSTLY AT NE, SE, NW WINGS AND AT FLOWLINE ALONG ABUTMENT. STONES APPEAR TO BE IN GOOD CONDITION. MINOR CRACKS TO CONCRETE CAPS.
Channel Protection Comments :	GOOD ALIGNMENT AND VEGETATION ALONG BANKS.
Culvert Comments :	
Bridge Railing Comments :	
Transition Railing Comments :	
Approach Railing Comments :	
Rail End Treatment Comments :	
Water Adequacy Comments :	
Approach Roadway Comments :	
Scour Assessment Comments :	NO SCOUR. FOUNDATION STABLE.
Work Comments :	



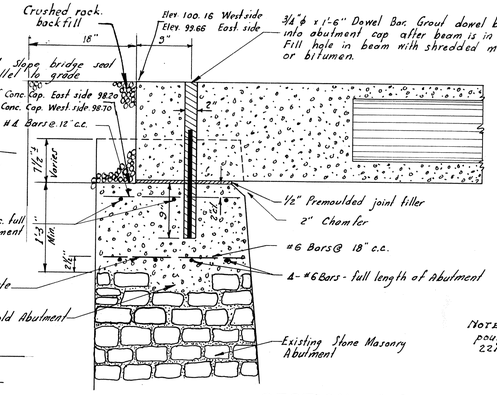
PLAN

SCALE 1/8" = 1'-0"



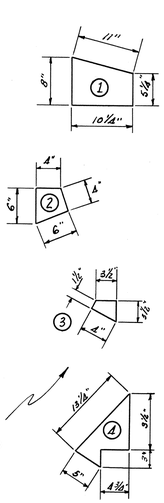
ELEVATION

SCALE 1/8" = 1'-0"

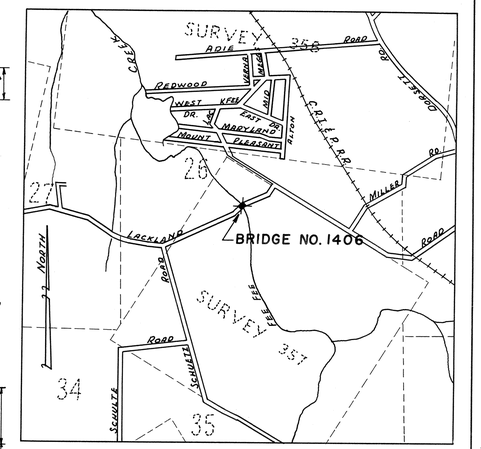


SECTION A-A

SCALE 1" = 1'-0"

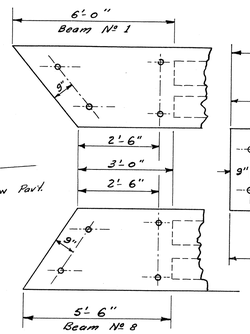


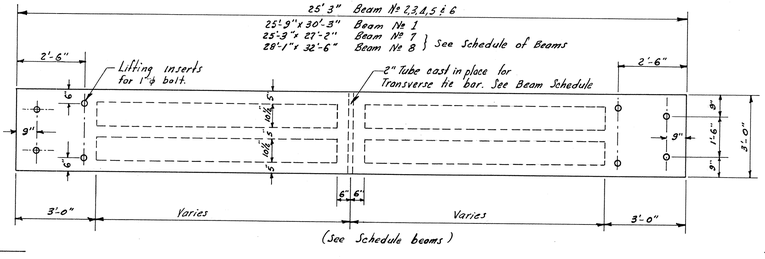
NOTE! Filler blocks poured in place 22½" thick ①②③④



LOCATION MAP

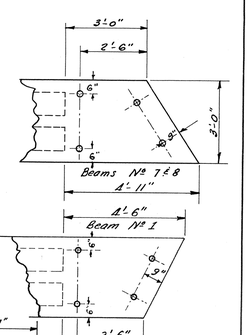
SCALE: 1" = 1500'

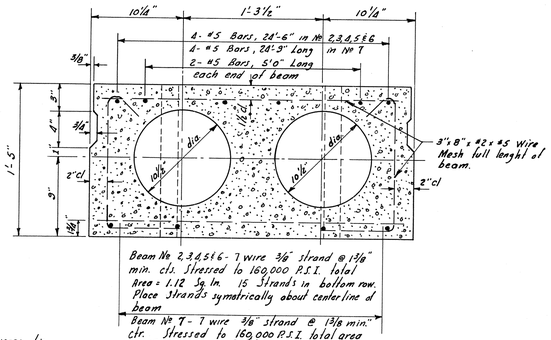




PLAN OF TYPICAL BEAM

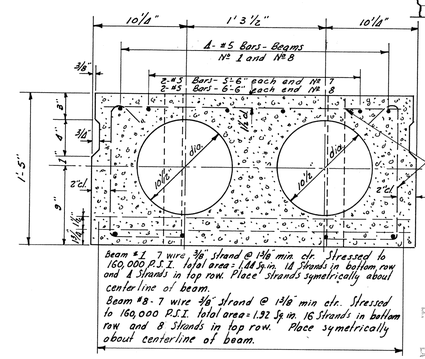
SCALE 3/8" = 1'-0"





Beam № 2,3,4,5 & 6 - 7 wire 3/8" strand @ 1 3/8" min. ctr. Stressed to 160,000 P.S.I. total area = 1.12 Sq in. 15 Strands in bottom row. Place Strands symetrically about center line of beam

Beam № 7 - 7 wire 3/8" strand @ 1 3/8" min. ctr. Stressed to 160,000 P.S.I. total area = 1.17 Sq in. - 15 Strands in bottom row. Place Strands symmetrically about centerline of Beam.

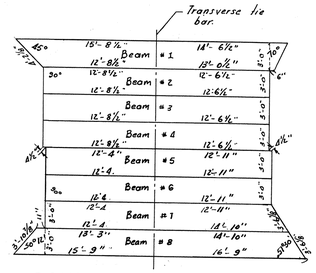


Beam № 1 7 wire 3/8" Strand @ 1 3/16 min. ctr. Stressed to 160,000 P.S.I. total area = 1.44 Sq in. 18 Strands in bottom row and 3 Strands in top row. Place Strands symetrically about center line of beam.

Beam № 8 - 7 wire 3/8" strand @ 1 1/8 min ctr. Stressed to 160,000 P.S.I. total area = 1.32 Sq in. 16 Strands in bottom row and 8 Strands in top row. Place symetrically about centerline of beam.

TYPICAL SECTION THRU BEAMS

SCALE 1½" = 1'-0"



SCHEDULE OF BEAMS

SCALE 3/8" = 1'-0"

GENERAL NOTES!

1. Design based on current A.A.S.H.O. Specifications for Highway Bridges. Design loading is H 20-S 16.
2. All structural steel shall be painted with one (1) shop coat of red lead, and two (2) field coats of aluminum
3. Provide ¼" chamfer on all exposed edges of concrete unless otherwise noted.
4. If openings below curb for dry pack joints cannot be omitted, 2"x 2"x ⅜" plates are to be furnished by contractor to fill between posts and slabs where necessary
5. Channel improvements, and the bituminous wearing surface of bridge deck, and any bituminous macadam road construction at each end of bridge shall be included in this contract.
6. The cost for furnishing and assembling transvere ties shall be included in the unit price bid for Prestressed, Precast concrete bridge beams.

NOTE!

Drainage Area. 1398 Acres
Run off factor= 2.5 cfs per acre
= Q= 3485 cfs.
Existing channel on 0.50% Grade
Existing channel opening = 2324.79 Sq.ft.
Capacity of bridge opening = 2200 cfs.

No. Gas Mains At Site
36" Water main See Sheet № 2.

REVISED TO SHOW AS CONSTRUCTED
DATE Dec. 22, 1958

ST. LOUIS COUNTY DIVISION OF HIGHWAYS
DEPARTMENT OF PUBLIC WORKS

LACKLAND ROAD BRIDGE № 1406 (#217)

PREPARED BY Rowland ENGINEERING COMPANY
16 N. CENTRAL, CLAYTON

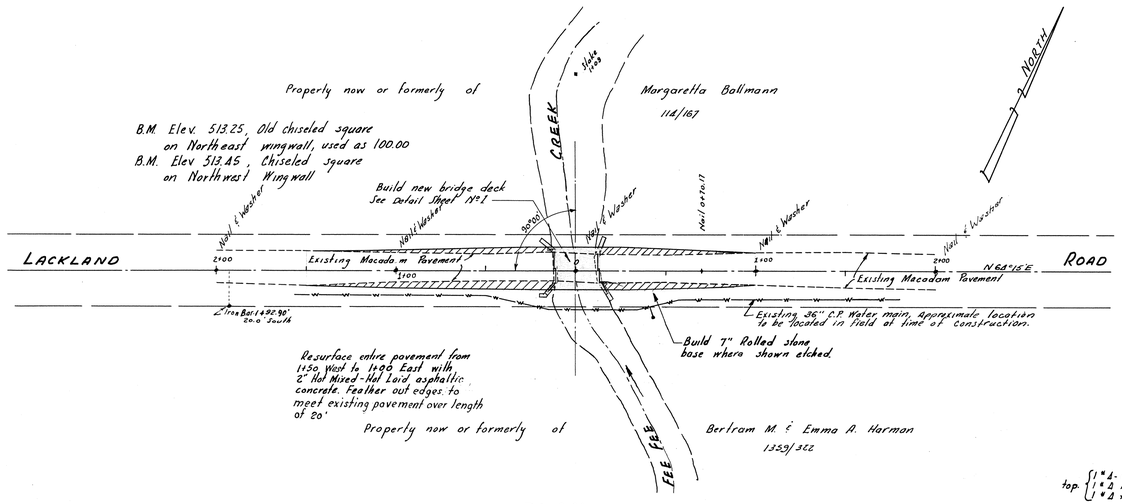
APPROVED Jak J Leslie
HIGHWAY ENGINEER

DATE June 4, 1958 — SCALE As Shown

PROJECT NO. 59-1-M. — SHEET 1 OF 3

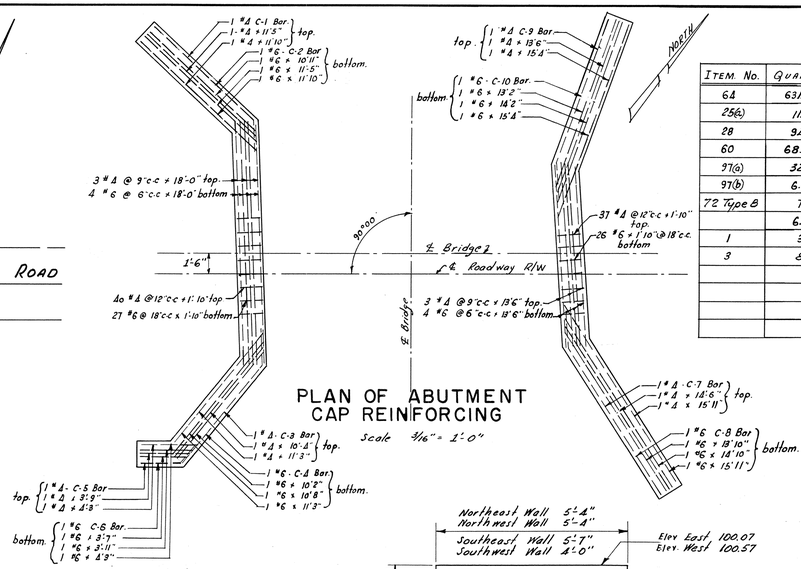
LACKLAND ROAD (FAO)
BRIDGE No. 217

Checked by S.P.S. 7-31-58



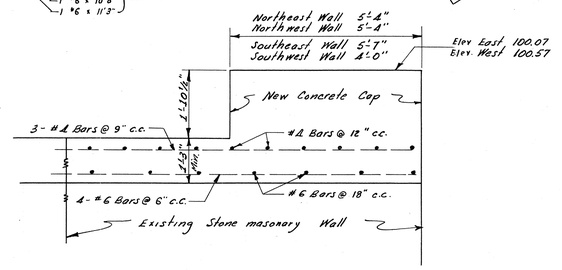
PLAN

Scale 1" = 40'



PLAN OF ABUTMENT CAP REINFORCING

Scale 3/16" = 1'-0"

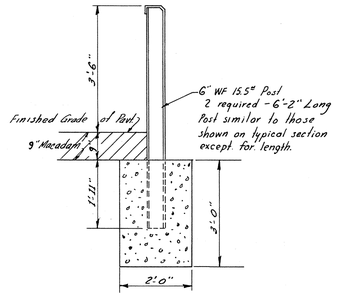


DETAIL OF CONCRETE CAP

Scale ½" = 1'-0"

ESTIMATED QUANTITIES (FINAL)

Item. No.	Quantity	Unit	Description
64	631.50	Sq. Ft.	Prestressed, Prefensioned, and Precast. Concrete Bridge Beams.
25(a)	11.81	Cu. Yd	Class "A" Concrete Masonry.
28	947	lb	Reinforcement for Concrete Masonry. (11,491 lbs.)
60	68.75	Lin Ft.	Steel beam type bridge railing
97(a)	32.8	ton	Water bound. Macadam Base: Coarse Aggregate.
97(b)	6.15	ton	Water bound Macadam Base- Screenings
72 Type B	75	ton	Hot mixed, Hot-laid Asphaltic Concrete for base & Surface Course.
	6.25	tons	Backfill behind Concrete Beams Crushed Rock.
1	32	Cu. Yd	Common Excavation
3	80	Cu. Yd	Compacting Embankments (Rolling)
		Lump Sum	Adjust Existing Abutments and Wing Walls
		Lump Sum	Remove Existing Bridge Deck and Beams & dispose of same.
		Lump Sum	Tockpoint Existing Abutments.



DETAIL OF CONCRETE BASE

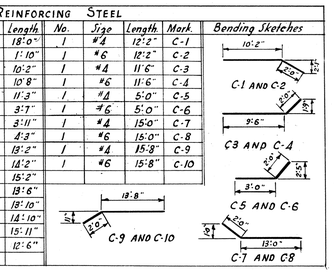
Scale ½" = 1'-0"

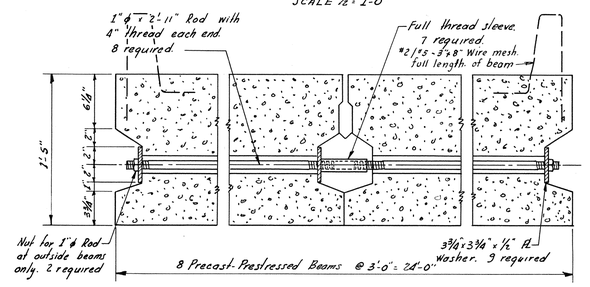
PROFILE

Scale — Hor. 1" = 40'
Ver. 1" = 10'

Bill of Reinforcing Steel

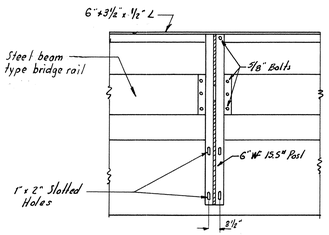
No.	Size	Length	No.	Size	Length	No.	Size	Length	Mark	Bending Sketches
1	#4	11'-5"	4	#6	18'-0"	1	#4	12'-2"	C-1	
1	#4	11'-10"	53	#6	1'-10"	1	#6	12'-2"	C-2	
3	#4	18'-0"	1	#6	10'-2"	1	#4	11'-6"	C-3	
77	#4	1'-10"	1	#6	10'-8"	1	#6	11'-6"	C-4	
1	#4	10'4"	1	#6	11'-3"	1	#4	5'-0"	C-5	
1	#4	11'-3"	1	#6	3'-7"	1	#6	5'-0"	C-6	
1	#4	3'-9"	1	#6	3'-11"	1	#4	15'-0"	C-7	
1	#4	4'-8"	1	#6	4'-3"	1	#6	15'-0"	C-8	
4	#4	13'-6"	1	#6	13'-2"	1	#4	15'-8"	C-9	
1	#4	13'-4"	1	#6	14'-2"	1	#6	15'-8"	C-10	
1	#4	14'-6"	1	#6	15'-2"					
1	#4	15'-11"	4	#6	13'-6"					
1	#6	10'-11"	1	#6	13'-10"					
1	#6	11'-5"	1	#6	14'-10"					
1	#6	11'-10"	1	#6	15'-11"					
4	#6	20'0"	2	#6	12'-6"					
2	#6	14'-9"								





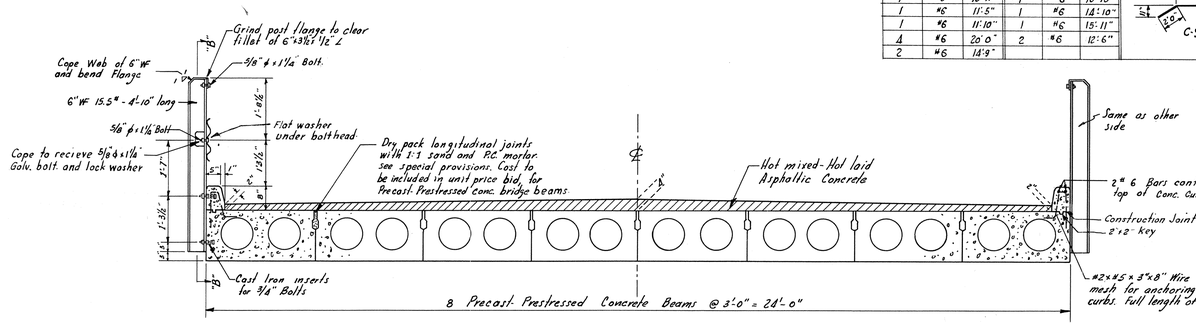
TYPICAL TRANSVERSE TIE ASSEMBLY

Scale 1½" = 1'-0"



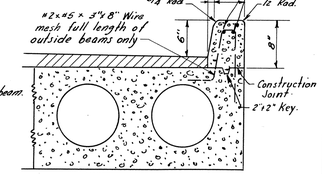
SECTION B-B

Scale ½" = 1'-0"



TYPICAL SECTION

Scale ½" = 1'-0"



DETAIL OF CURB

Scale 1" = 1'-0"

REVISED TO SHOW AS CONSTRUCTED
DATE Dec 22 1958

ST. LOUIS COUNTY DIVISION OF HIGHWAYS
DEPARTMENT OF PUBLIC WORKS

LACKLAND ROAD
BRIDGE No 1406 (# 217)

PREPARED BY Rowland ENGINEERING COMPANY
16 N. CENTRAL, CLAYTON, MO.

DATE June 4, 1958
PROJECT NO. 59-1-M.
SCALE As Shown
SHEET 2 OF 3

LACKLAND ROAD (FAo)
BRIDGE No. 217

checked by O.P.C. 5-21-58